

Safe Speeds Bellevue

Community Engagement Report

Phase 1: May – December 2025

January 2026

Introduction

[Safe Speeds Bellevue](#) is a program to improve safety and support [Vision Zero](#) by evaluating speed limits and reducing speeds on city streets. In May 2025, the Bellevue City Council directed staff to initiate outreach of the program and to prepare an ordinance to reduce the speed limits on four arterial streets and evaluate the impacts. This report summarizes the community engagement efforts and key findings for the program from May to December 2025. The document also details the anticipated next steps for community outreach in Phase 2 and 3, dependent on the City Council's direction. Detailed responses for the two community surveys conducted in Phase 1 can be found in the Appendices A-B.

In Bellevue, speed limits have never been comprehensively evaluated; largely, they were initially established and never changed despite population growth and dramatic changes in land use, transportation options and public sentiment. With the city's adoption of Vision Zero, setting appropriate speed limits is a cornerstone of the Safe Speeds approach. The initial phase of Safe Speeds Bellevue (May – December 2025) evaluated speed limits in the context of current land use and safety for all modes of transportation.

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

Phase 1: (May 2025 – December 2025)

The initial Phase 1 of Safe Speeds Bellevue (May – December 2025) included education and community engagement on the program, evaluation of four streets that received a lower speed limit (portions of Northup Way, Northeast 40th Street, 124th Avenue Southeast/ Southeast 38th Street and Village Park Drive), and a staff review of speed limits on all city streets that currently have a speed limit of 30 mph or more (Figure 1).

Phase 2: (January – June 2026)

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

Phase 3: (July 2026 and beyond)

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

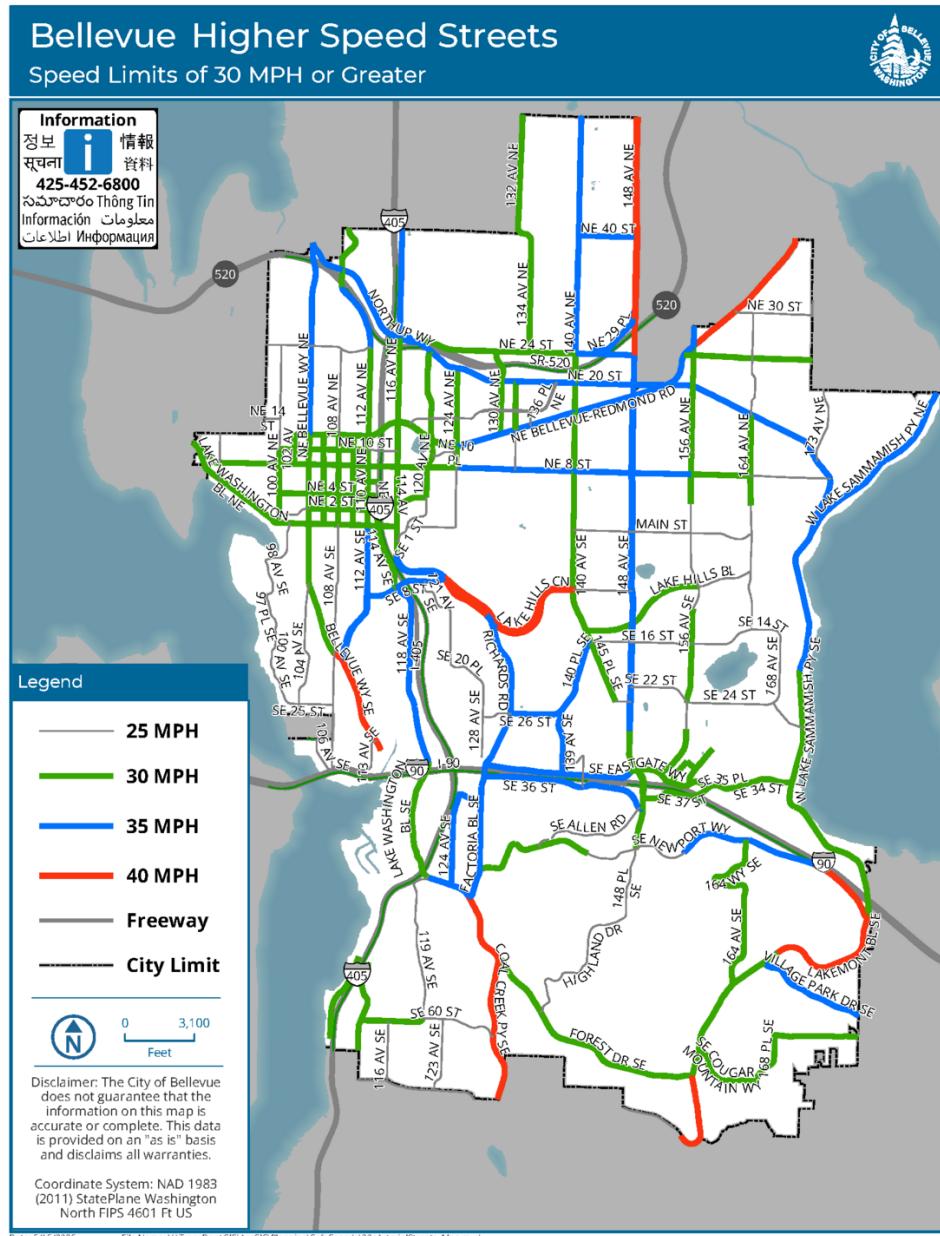


Figure 1: A map of all city-owned streets in the City of Bellevue with an existing posted speed limit of 30 mph or greater, as of June 2025. Since then, speed limits were reduced on four evaluation streets: Village Park Drive Southeast, Northeast 40th Street, 124th Avenue SE/SE 38th Street and Northup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

Overview of Outreach Activities

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

Safe Speeds Bellevue Information Sharing

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

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

Staff also provided a presentation to the Bellevue Network on Aging (BNOA) and shared information with Bellevue Youth Link Board, City Hall and Mini City Hall, Bellevue community centers and King County libraries within city limits. The project team reached out to all neighborhood associations in Bellevue for informational presentations, but none were requested.

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

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



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

Online Community Panel Survey and Engaging Bellevue Survey

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

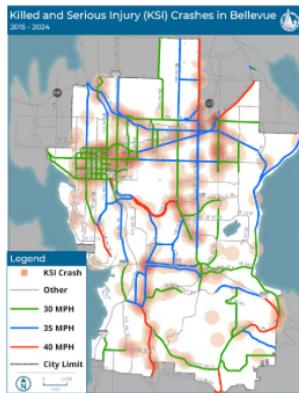
These online tools informed the community about the citywide speed limit evaluations and survey responses informed the outreach plan for Phase 2 of the project. The community panel survey was open from June 17 – July 1, 2025 while the Engaging Bellevue survey was open from July 30 – September 30, 2025.

Safe Speeds Bellevue



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

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



Who's Listening

Safe Speeds Bellevue

Project Team



Email safespeeds@bellevuewa.gov

Resources

- [Safe Speeds Bellevue project page](#)
- [Map of existing speed limits in Bellevue](#)
- [Safe Speeds Bellevue video overview](#)
- [Vision Zero](#)

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

Outreach on Four Evaluation Streets

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

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

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



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

What have we learned from the community so far?

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

Staff identified the notable observations below about community sentiments around speed limits and safety from both online surveys. Additional information for each survey is available starting on page 9, as well as the complied survey responses in Appendices A and B.

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

sidewalks and streets with bike lanes were often ranked as areas of higher concern for speed-related safety issues. This may inform project implementation priorities, to be further developed in Phase 2.

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



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

Community Panel Survey

Overview

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

Who did we hear from?

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

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

The sections below summarize themes from the survey. More detailed results and demographic information of respondents to the survey are in Appendix A.

General Attitudes

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

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

Higher Speed Streets

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

- **While respondents see the connection between speed limits and safety, most did not feel that speed limits are too fast.** When asked about existing speed limits, 48% of respondents believe current speed limits are “about right” and 35% feel they are “too slow”.
- **There are mixed opinions on the balance between safety and travel times.** 35% of respondents “strongly” or “somewhat” support and 55% “strongly” or “somewhat” oppose reducing speed limits, even if it means an increase in travel times. 74% of respondents “strongly” or “somewhat” agree that saving a few minutes on the road is never worth risking someone’s life.
- **When looking at perceived safety by mode, people driving generally feel the safest and people biking feel the least safe.**
 - Nearly all respondents (98%) report driving on streets with speed limits of 30 mph or higher. Among drivers, 69% feel “very” or “somewhat” safe driving on these streets, while 14% feel unsafe.
 - 28% of respondents report that they bike on higher-speed streets. Among those who bike, 59% feel “somewhat” or “very” unsafe, including 36% who feel “very” unsafe.
 - 79% of respondents report that they walk on higher-speed streets. Among those who walk, perceptions of safety are mixed: 45% feel “somewhat” or “very” safe, while 39% feel “somewhat” or “very” unsafe.
- **Respondents agreed with a mix of possible outcomes for reducing speed limits, including increased frustration and aggression as well as improved safety and quality of life.** There was agreement that it will increase people “ignoring the speed limit” (76%), “frustration for people driving” (75%), “delays and congestion” (65%), and “aggressive driving behavior” (60%), as well as improve “safety or comfort of people biking along or across the street” (51%), “quality of life for people who live along the street” (50%) and “safety or comfort for people walking along or across the street” (50%).
- **There was a notable gap between how respondents view their own behavior and how they expect others to behave if speed limits are lowered.** 74% believe that most drivers would ignore lower speed limits, and 66% report that they personally would follow them.

Traffic Calming Measures

The third section focused on gathering opinions on traffic calming measures. As this information does not impact Phase 2 of the project, more detailed information can be found in Appendix A. Survey results indicate broad support for physical and enforcement-

based traffic calming measures as effective tools for reducing vehicle speeds, with perceptions varying by type of measure and location. Respondents expressed the strongest support for physical treatments at intersections and along corridors, such as medians, speed cushions and raised crosswalks.

Outreach and Messaging

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

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

Open-Ended Responses

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

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

- **Concern with the program and opposition to lowering speed limits.** For those that were not in support of speed limit reductions, reasons included disagreement that safety should be prioritized or that the work is needed, concern that the speed limits will not change behavior and the city should instead focus on enforcing existing speed limits, or interest in maintaining or increasing speed limits.
 - Example comment: *"Don't decrease speed limits, they seem about right. But efficient enforcement is missing. Make sure that with cameras you have way to identify the speed racers."*
- **Concern with congestion** on Bellevue streets and how the speed limit changes may impact traffic flow and frustration.
 - Example comment: *"Don't reduce them. Traffic is already terrible in south Bellevue. It shouldn't take 30 minutes to go 4 miles. Fix traffic instead of focusing on this nonsense."*
- **Concern with the speeding, racing, distracted driving, and loud vehicle noises** that respondents see and hear on Bellevue streets, especially during the evening.
 - Example comment: *"Do something about the street racing. I hear them almost every night after 11:00pm. Maybe on Forest or Coal Creek."*

Engaging Bellevue Survey

Overview

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

Who did we hear from?

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

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

The sections below summarize themes from the survey. Responses from the second survey indicated many similar attitudes and priorities shared by respondents in the first survey, such as an interest in prioritizing areas where people are walking and biking. There were some differences in responses as well, including a greater percentage of respondents in the first survey anticipating people ignoring the speed limit or being frustrated when asked about potential outcomes of speed limit changes. [More detailed results and demographic information of respondents to the survey are in Appendix B.](#)

General Attitudes

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

Higher Speed Streets

- **While respondents see the connection between speed limits and safety, most did not feel that speed limits are too fast.** When asked about existing speed limits, 48% of respondents believe current speed limits are “about right”, 36% feel they are “too fast”, and 16% feel they are “too slow”.
- **There are mixed opinions on the balance between safety and travel times.** 63% of respondents ‘strongly’ or ‘somewhat’ support and 31% “strongly” or “somewhat” oppose reducing speed limits, even if it means an increase in travel times. On a ranking scale of 0 (strongly disagree) to 10 (strongly agree), 80% of respondents

selected a rank of 7 or greater to agree that saving a few minutes on the road is never worth risking someone's life.

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

Outreach and Messaging

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

Open-Ended Responses

The Engaging Bellevue survey included two open response questions, that provided participants with an opportunity to express additional feedback. The first question was "Are

there any other locations or street types that you are concerned about speed and safety?", which received 117 responses. Common themes included:

- **Concern for areas where participants have observed speeding or racing.** Participants identified multiple neighborhoods and over 30 specific streets where they observed speeding or racing. The most cited neighborhoods were Downtown and Crossroads, and most cited streets were 148th Avenue Northeast/Southeast and Northeast Eighth Street. Other streets that received multiple comments included Bellevue Way, Coal Creek Parkway, Lake Hills Connector, Lake Washington Boulevard and Southeast 34th Street/ 35th Place.
 - Example comment: *"Racing, hotrodding, speeding and weaving, etc., which happens even on busy afternoons in pedestrian-heavy areas (Crossroads) and on quieter straightaways (W. Lake Sammamish, 164th Ave. SE); full-throttle motorbike racing on NE 8th, Main St., 148th Ave. SE."*
- **Concern for areas with known presence of people walking, biking or rolling, or where the existing facilities are limited.** Most often cited were areas around schools and school bus stops, transit stops and other areas with people walking, as well as specific streets such as Lake Washington Boulevard, West Lake Sammamish Parkway and Southeast 34th Street/ 35th Place.
 - Example comment: *"Anywhere and everywhere on the Bellevue High Injury Network, near schools or neighborhoods, or places that lack traffic calming measures."*
- **Concern for areas with factors that made participants feel less safe or comfortable,** such as streets with multiple lanes in each direction, streets without sidewalks, or those with limited sight distance or curves. Respondents cited streets such as Northeast Eighth Street, 148th Avenue Northeast and Southeast, Lake Hills Connector, Coal Creek Parkway and other major arterials.
 - Example comment: *"Streets where there is not good visibility, e.g. at corners, to see pedestrians or oncoming cars. Streets similar to highways where there are not curbs for walking on (e.g. portions of West Lake Sammamish)."*

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

- **Support for improving road safety and requests for specific streets.** Respondents in favor of the program's work often expressed interest in improving the safety and comfort of streets, as well as recommending specific streets for speed management where they observed speeding.

- Example comment: *"Keep moving forward with this effort ASAP. Reduce accidents/injuries & save lives."*
- **Speed limit reductions are not a priority for some participants.** Respondents not in favor of the program's work expressed various reasons, such as a disbelief that speed is a significant health issue, that road safety is not a priority, that speed limits should be increased, and/or that there are other road safety concerns that should be prioritized over speeding, such as distracted driving.
 - Example comment: *"I live on NE 8th Street, which has a 35-mph speed limit. However, I don't think this speed limit should be lowered; if everyone drove this speed limit, it would be fine. The thing is, most cars go 40-50 mph instead of 35 mph (I go 35 mph and cars are always passing me or tailgating me). If you lower the speed limit, the speeders won't slow down; they'll just continue to ignore the limit. Instead, this street would be a good place to add speed cameras where speeders over 40 mph were fined on a daily basis. Then they'd get the message."*
- **Interest in coupling speed limit reductions with enforcement and engineering measures.** Multiple participants cited the need to complement speed limit changes with enforcement to ensure people driving are compliant with new limits, as well as with engineering measures to naturally encourage people to drive at slower speeds and comply with the speed limit.
 - Example comment: *"It must be enforced! Many people currently ignore the current speed limits and traffic laws, especially regarding pedestrians and right of way."*
 - Example comment: *"Reduced speed limits should go hand and hand with redesigned roads that incorporate traffic calming."*

Next Steps

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

Appendix A: Community Panel Survey Responses

The following pages provide more detailed results and demographic information of respondents to the Safe Speeds Bellevue Community Panel survey. The responses for the community panel survey are also available at: [Bellevue Safe Speeds | Displayr](#).



Report - Bellevue Safe Speeds





2025 City of Bellevue Safe Speeds Survey

The City of Bellevue conducted a survey on safe speeds, speed management, and automated speed enforcement. This report summarizes the portion of the survey on safe speeds and speed management, related to the [Safe Speeds Bellevue](#) program. To see the summary report for automated speed enforcement, visit: <https://app.displayr.com/Dashboard?id=3d5ebfcc-e0ad-4095-b523-b5d7a9eb62f0#copyAddress=true>



Safe Speeds Overview

The City of Bellevue conducted a community survey to better understand public perspectives on speed limits, the speeds that people drive, road safety, and strategies for speed management.

Key objectives of the survey included:

- Understanding community sentiment around speed, speeding and road safety, and how residents weigh these issues against other priorities.
- Identifying effective messaging related to speed management that resonates with Bellevue's diverse communities.
- Informing implementation strategies for speed limit changes by learning where the public would prioritize reducing the speeds that people drive.
- Exploring public preferences for speed management tools along corridors and at intersections, such as speed safety cameras, radar feedback signs, raised crossings, and other traffic calming measures.



Sampling Methodology

Data Collection Timeframe: Data collection took place between June 17 and July 1, 2025.

Number of Respondents : Results consist of 349 completed interviews: 281 from social media outreach and 68 from the Bellevue Community Panel.

General Methodological Approach : ReconMR used a two-prong approach for the Bellevue Safe Speeds Survey: a targeted social media outreach campaign (via Facebook and Instagram) and the existing Bellevue Community Panel. The survey was administered online in English among Bellevue residents age 18 years or older.

Community Panel Recruitment : Following the completion of the 2024 City of Bellevue Budget Survey, respondents were asked if they would be interested in participating in future research with the City of Bellevue. A total of 730 Bellevue residents agreed and were invited to create accounts on the Bellevue Community Online Panel. This is referred to as "convenience sampling." Convenience sampling is a non-probability sampling method where participants are selected based on their availability or willingness to participate, rather than through random selection. This means that the sample may not fully represent the broader population, but it allows researchers to gather data quickly and efficiently from readily available or interested people.

Targeted Social Media Outreach Campaign : The targeted strategy used nested combinations of age (18-34, 35-54, 55+), gender, and zip code to reflect known Census distributions within zip codes of Bellevue, WA (98004, 98005, 98006, 98007). The approach allows us to ensure the sample aligns closely with the population's demographic makeup.

This method differs from an openly available online survey as it is specific and targeted. Recruitment is active and does not allow for self-selection. A targeted social media outreach is ideal for collecting in-depth information from a specific population and reducing sampling bias found in an openly available online survey.



Data Quality, Testing, and Limitations Cont.

Data Quality Checks : Data were checked for speeders. A speeder is defined as someone who completes the survey in less than a quarter of the median completion time. No respondents were flagged for speeding.

Statistical Testing : Two-tailed t-tests were performed to identify statistically significant differences for means, and [z-tests](#) were performed to test statistically significant differences for proportions.

Data and Sample Limitations : All surveys are subject to limitations in design and data collection. Despite careful methodology and rigorous analysis, some level of error is unavoidable. Error can result from question wording effects, priming, question order, and coverage error.



Key Findings - Safe Speeds

- Concern for safety: Three-quarters of respondents believe vehicle speed affects safety, with streets near schools and streets lacking sidewalks or bike lanes identified as top concern areas. Six in 10 respondents agree that traffic calming efforts should prioritize locations with a history of many or serious crashes, and four in 10 want traffic calming along streets where people walk or bike. Three-quarters agree with the statement "**Saving a few minutes on the road is never worth risking someone's life.**"
- Mixed views on speed limits: While nearly half (48%) consider current speed limits "about right," a third feel they are "too slow," and 17% feel they are "too fast." Just over half (55%) of respondents "strongly" or "somewhat" oppose reducing speed limits if it leads to increased travel times, despite a general agreement that safety should outweigh minor time savings. While two-thirds of respondents indicate they would follow the speed limit if speed limits are reduced, only one in four believe that other people driving will do so.
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- Perceived safety by mode: People driving (n= 342) generally feel safe on higher-speed streets (69%). However, the majority of people who bike on these streets (n= 96) feel unsafe (59%). Respondents who walk on higher-speed streets (n= 277) were more evenly split between those who feel safe (45%) and those who feel unsafe (39%).
-
- Effective safety measures: "Adding median islands" (64%) and "installing raised crosswalks" (65%) are perceived as the most effective traffic calming and intersection safety improvements, respectively. Other measures like speed cushions (55%), speed cameras (54%), repurposing or reducing lane widths to add sidewalks or bike lanes (54%), radar feedback signs (53%), and curb bulb-outs (51%) are seen as effective by slightly over half of respondents.



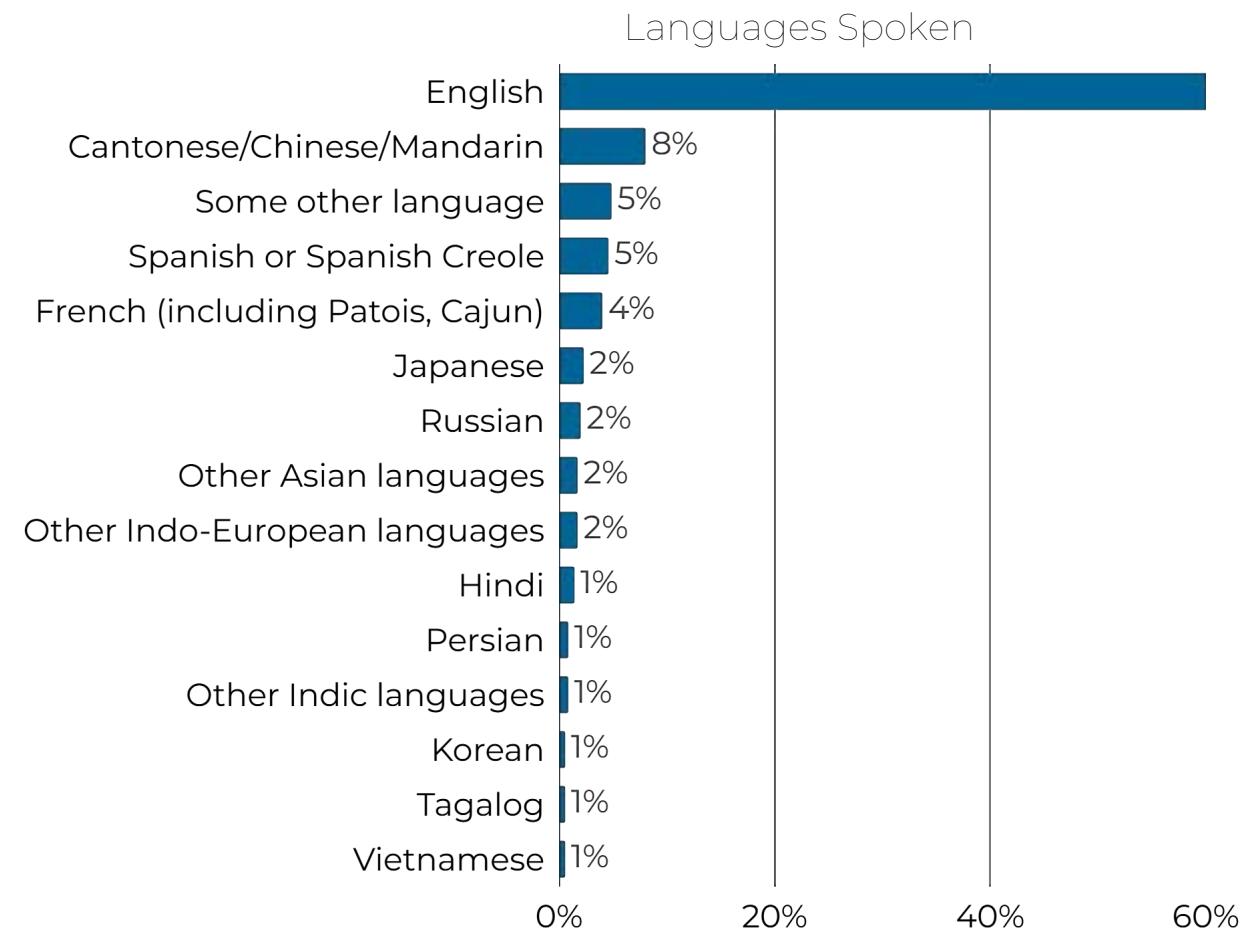
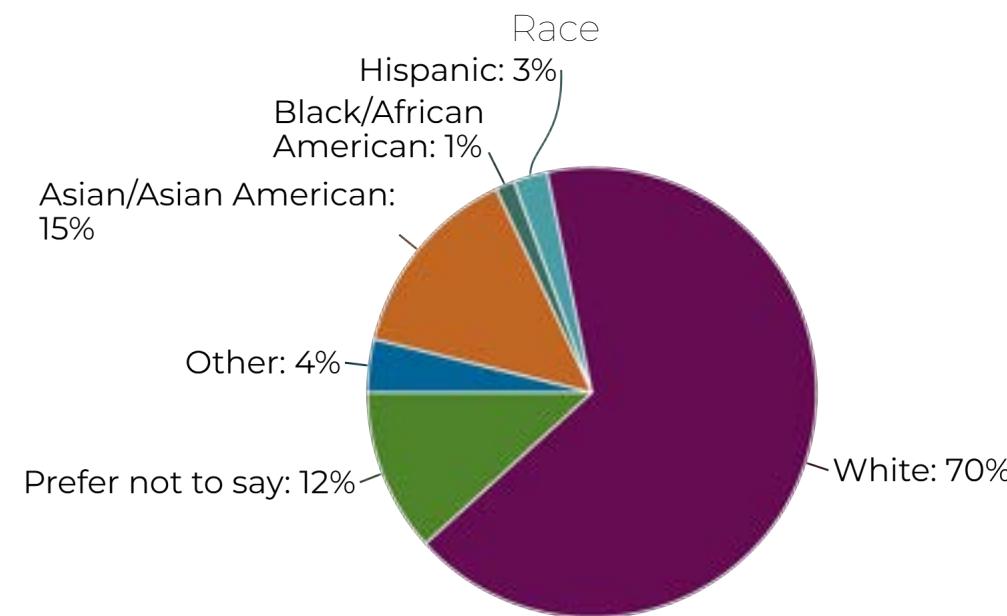
Demographics





Race, Languages Spoken

Total sample size = 349

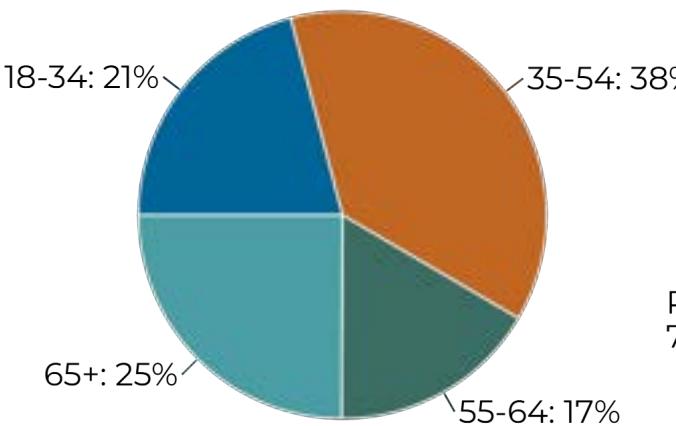




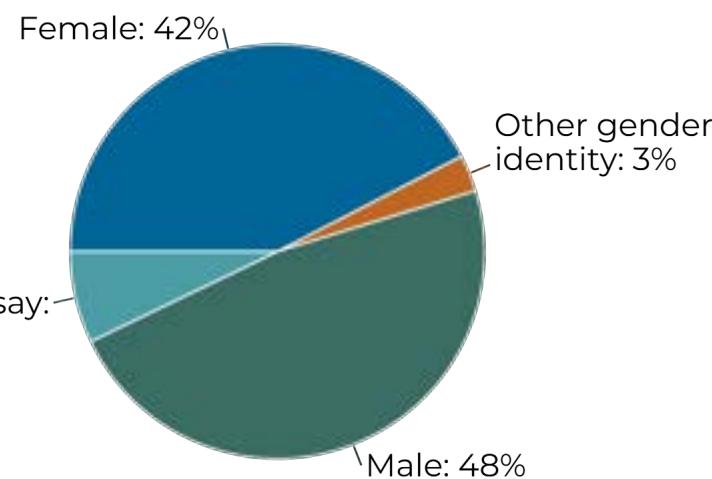
Age, Gender, and Years Lived in Bellevue

Total sample size = 349

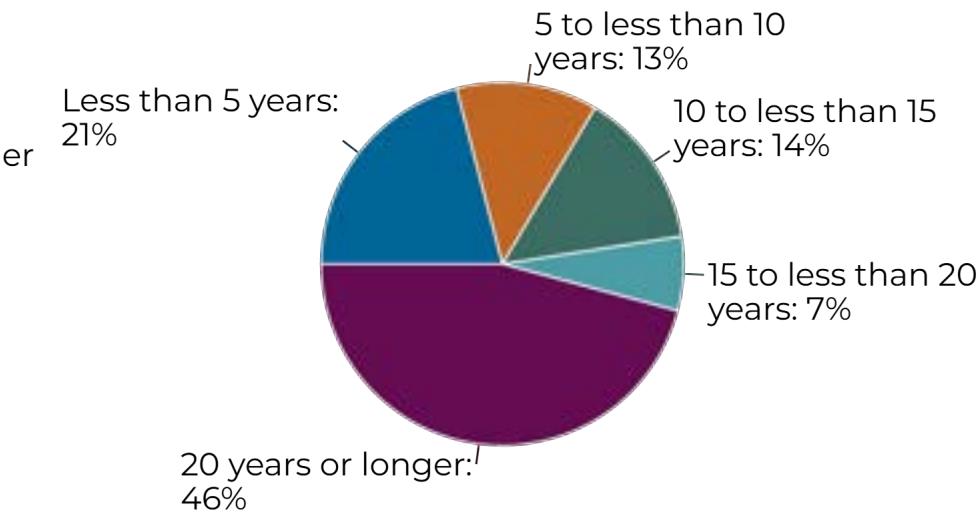
Age



Gender



Years lived in Bellevue

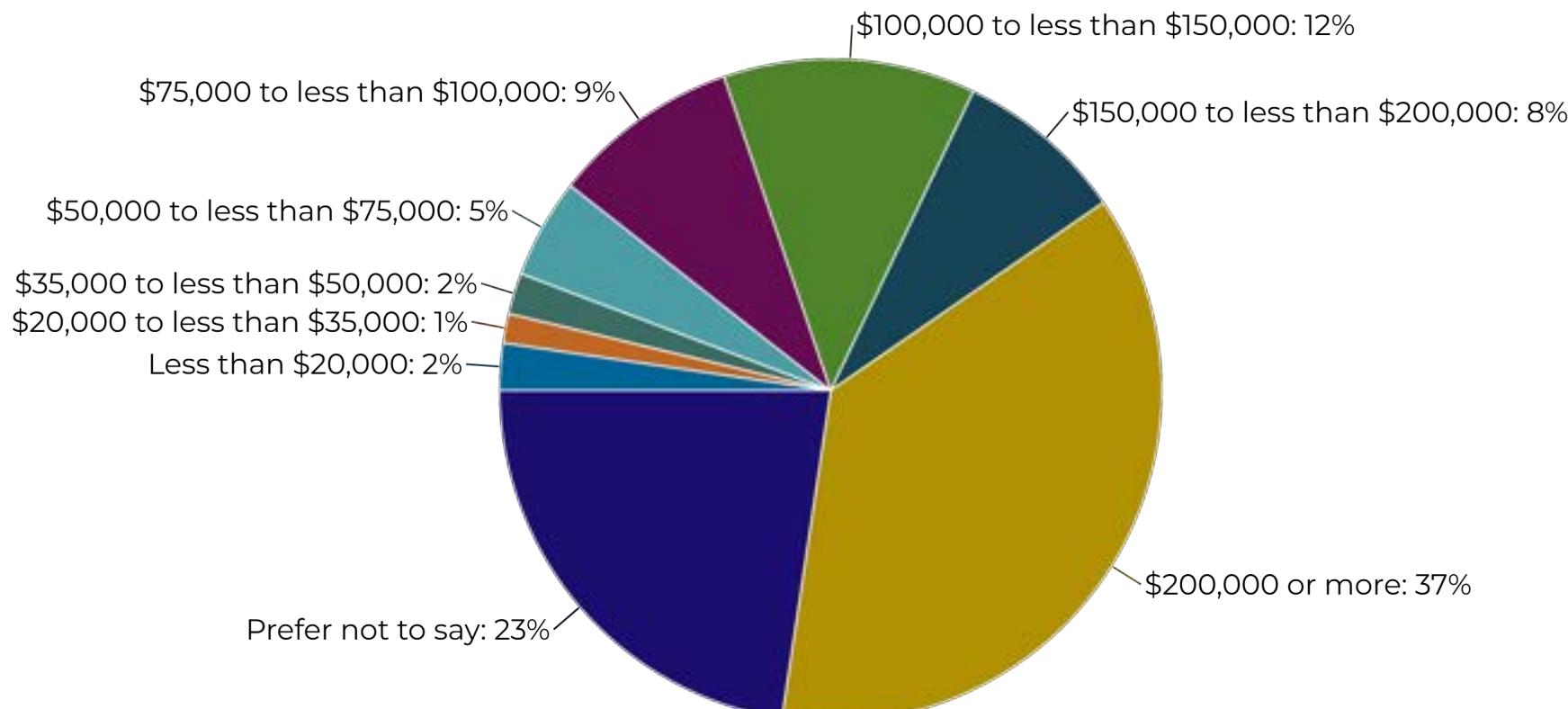




Household Income

Total sample size = 349

Household Income

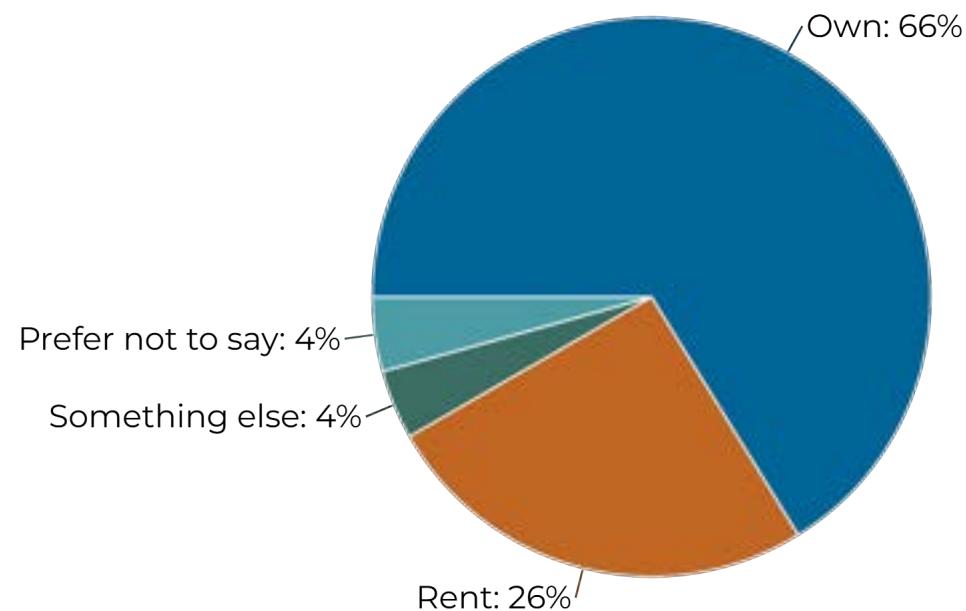




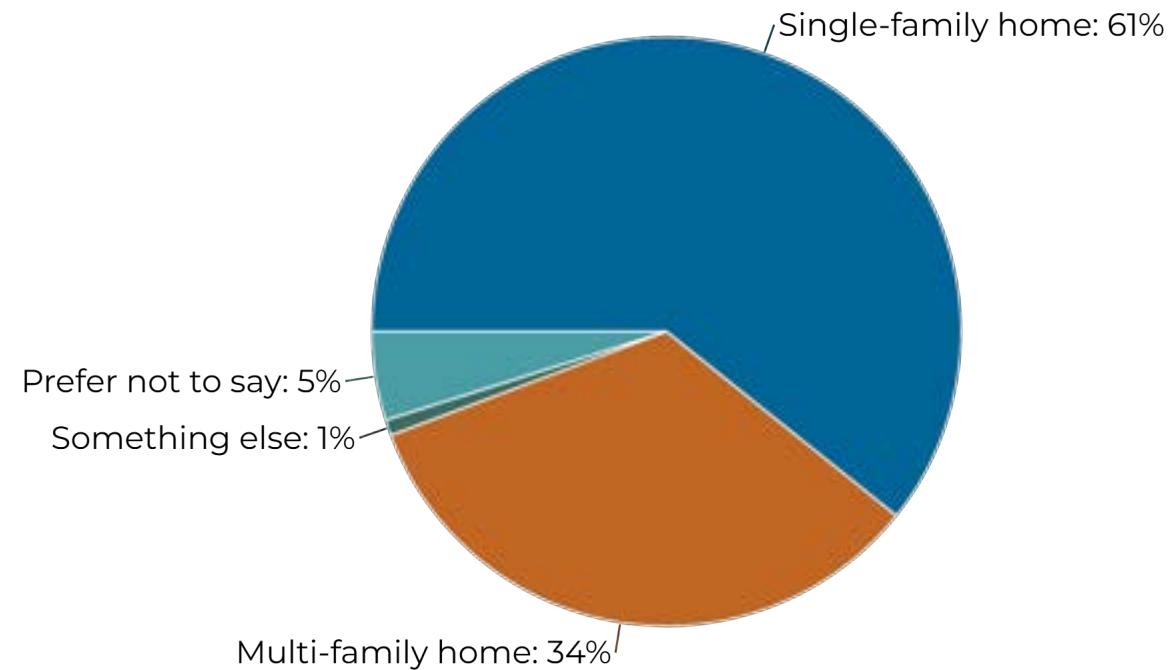
Residence Type

Total sample size = 349

Do you own or rent your residence?



What type of home do you live in?





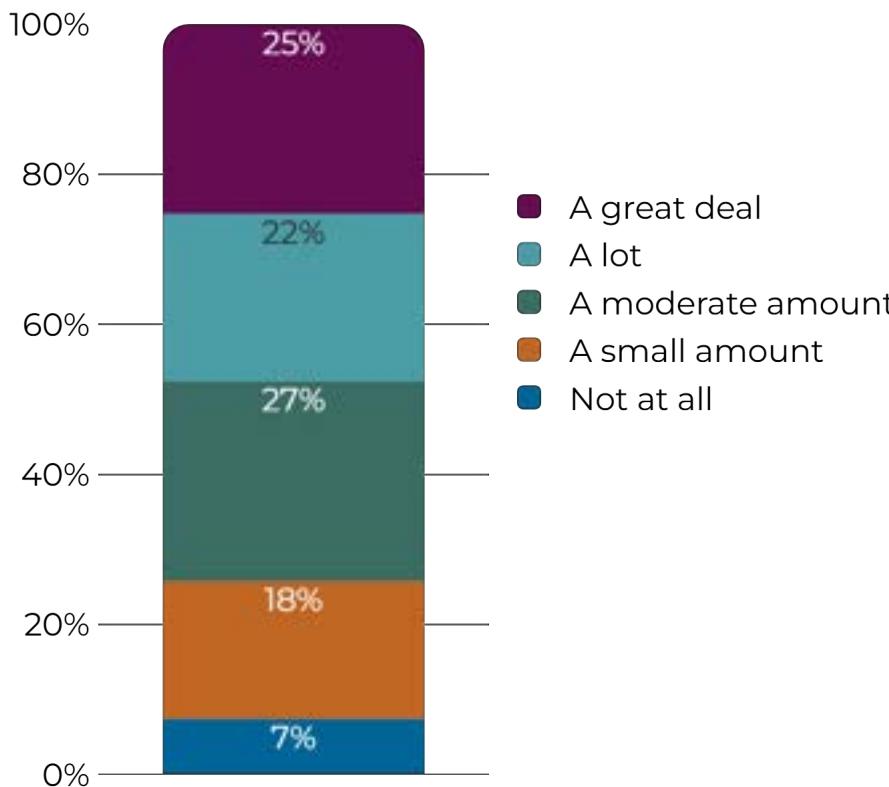
General Attitudes



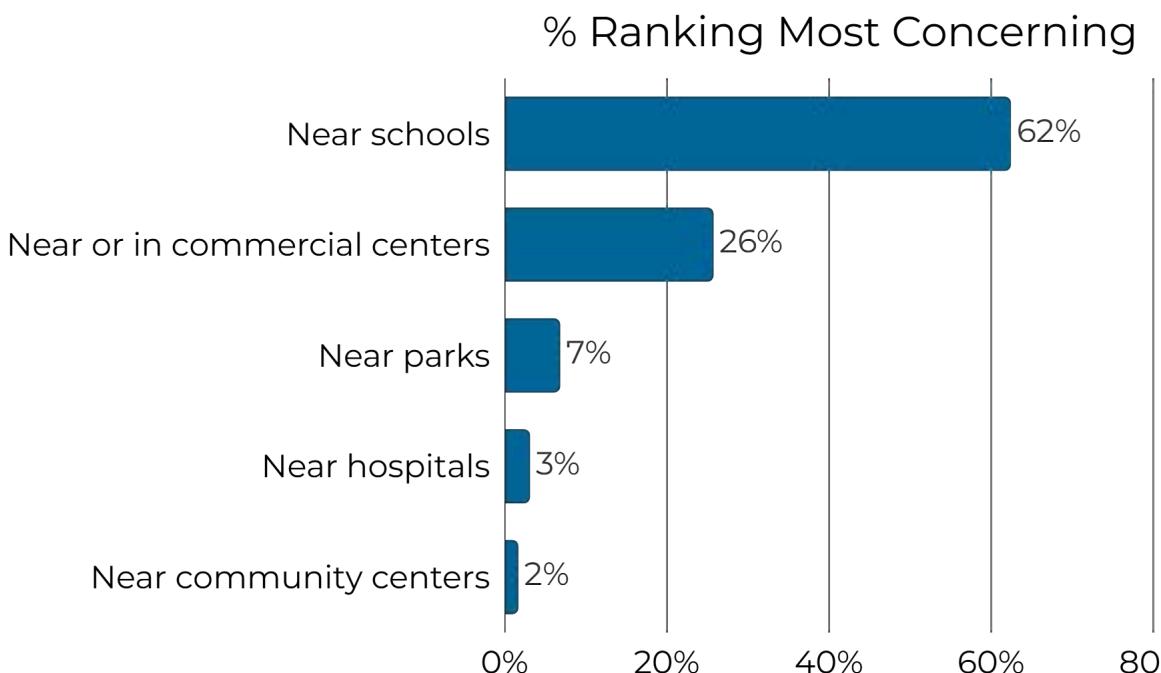
Speed of Vehicle and Locations of Concern

Nearly half of respondents, 47%, believe vehicle speed affects the safety of streets "a lot" or "a great deal." Safety concerns are highest around schools when asked which locations are most concerning when it comes to speed and safety.

"How much do you think the speed of cars on major streets affects the safety of people driving, walking, and bicycling?" (n=349)



"Which locations concern you most when it comes to the speeds people drive and safety?" (n=349)

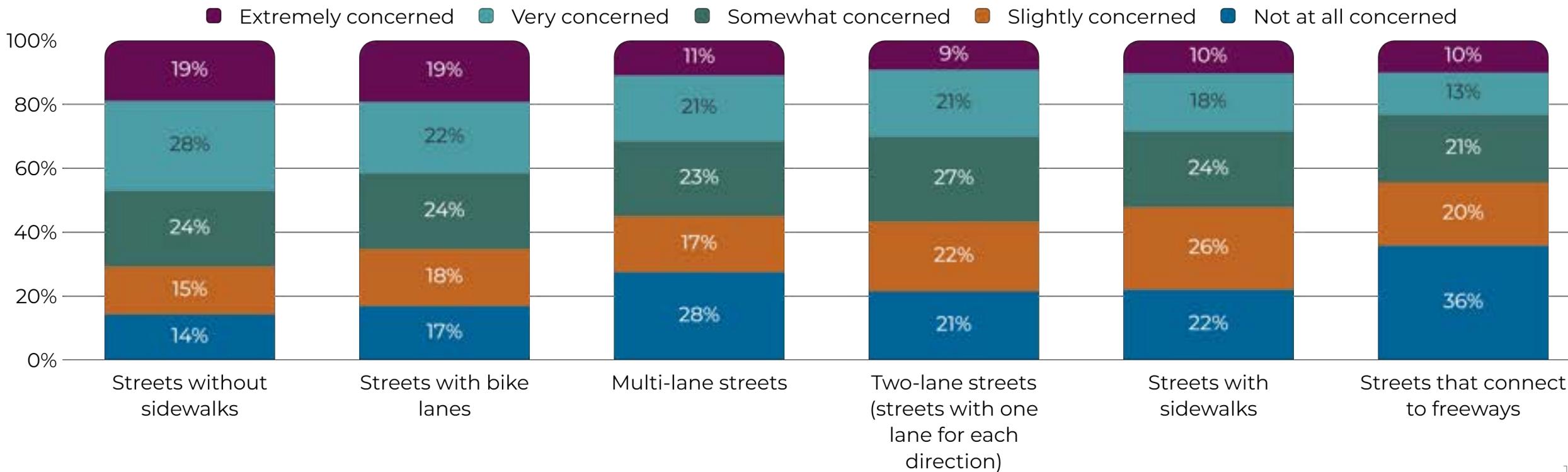




Concern About Speed-Related Issues on Different Street Types

Streets without sidewalks and streets with bike lanes elicit the highest concern regarding speed-related issues; 47% and 42% of residents say they are "very" or "extremely" concerned, respectively. Streets that connect to freeways are perceived as the least concerning in terms of speed-related issues; 23% of residents are "very" or "extremely" concerned.

"Now, think about different types of streets. Please rate your concern about speed-related issues for each of these types of streets." (n=349)



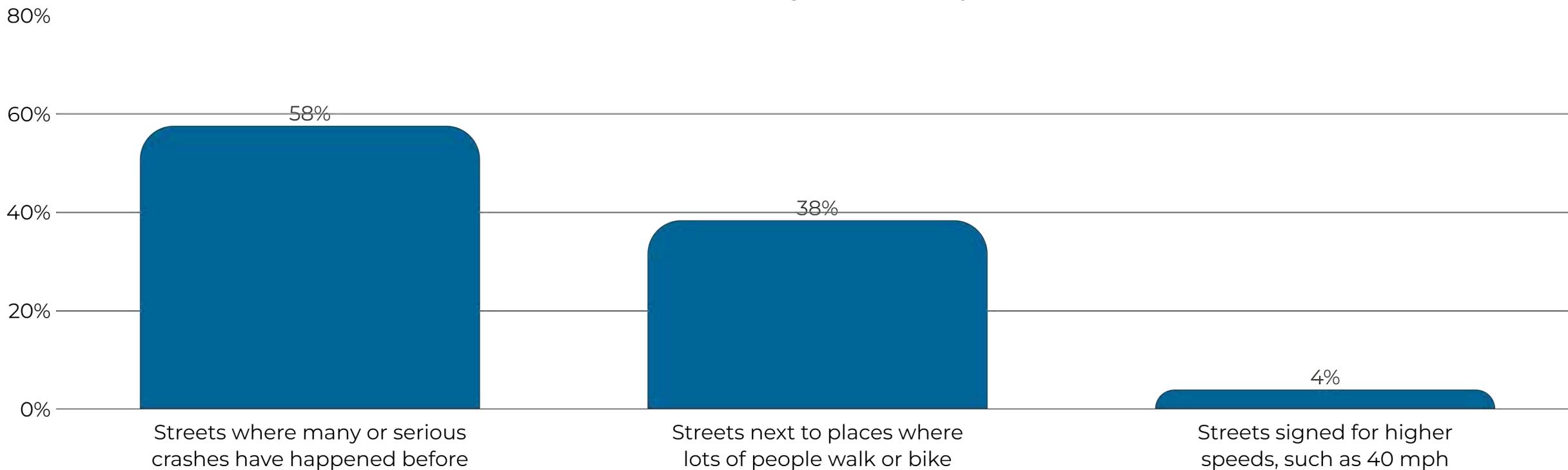


Priorities on Deciding Where to Slow Down Traffic

Respondents identified that streets where many or serious crashes have happened before are the top priority for slowing down traffic (58%), followed by streets next to places where lots of people walk or bike (38%).

"When deciding where to slow down traffic, which factors should be the top priority?" (n=349)

% Ranking First Priority





Higher Speed Streets

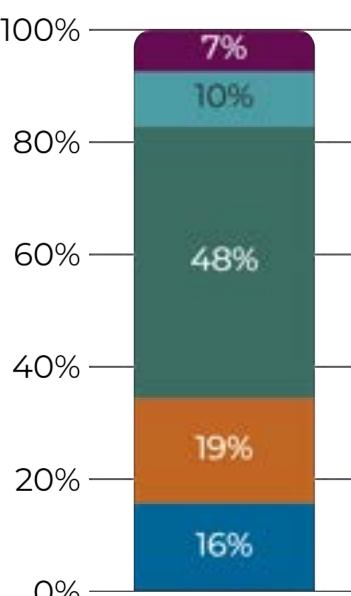


Speed Limits Along Higher Speed Streets

- Nearly half of respondents (48%) believe current speed limits are "about right," and more than a third (35%) feel they are "too slow."
- While one-third of respondents support reducing speed limits, even if it means increased travel times, more than half (55%) oppose it.
- There is a strong sentiment that safety outweighs minor travel time savings. Seventy-four percent (74%) of respondents somewhat or strongly agree that "saving a few minutes on the road is never worth risking someone's life."

"In general, do you think the speed limits along higher speed streets in Bellevue are..."
(n=349)

- Much too fast
- Somewhat too fast
- About right
- Somewhat too slow
- Much too slow



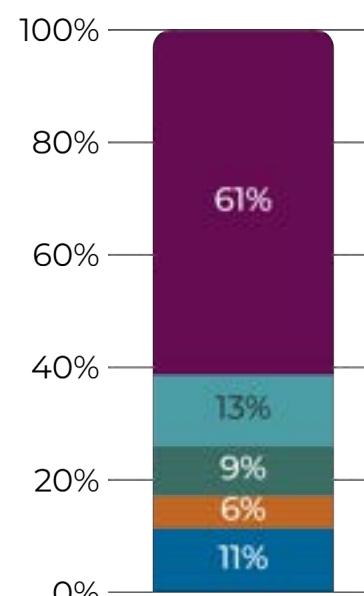
"To improve road safety in Bellevue, would you support reducing speed limits, even if it meant an increase in travel times?"
(n=349)

- Strongly support
- Somewhat support
- Neutral
- Somewhat oppose
- Strongly oppose



"Saving a few minutes on the road is never worth risking someone's life."
(n=349)

- Strongly agree
- Somewhat agree
- Neutral
- Somewhat disagree
- Strongly disagree

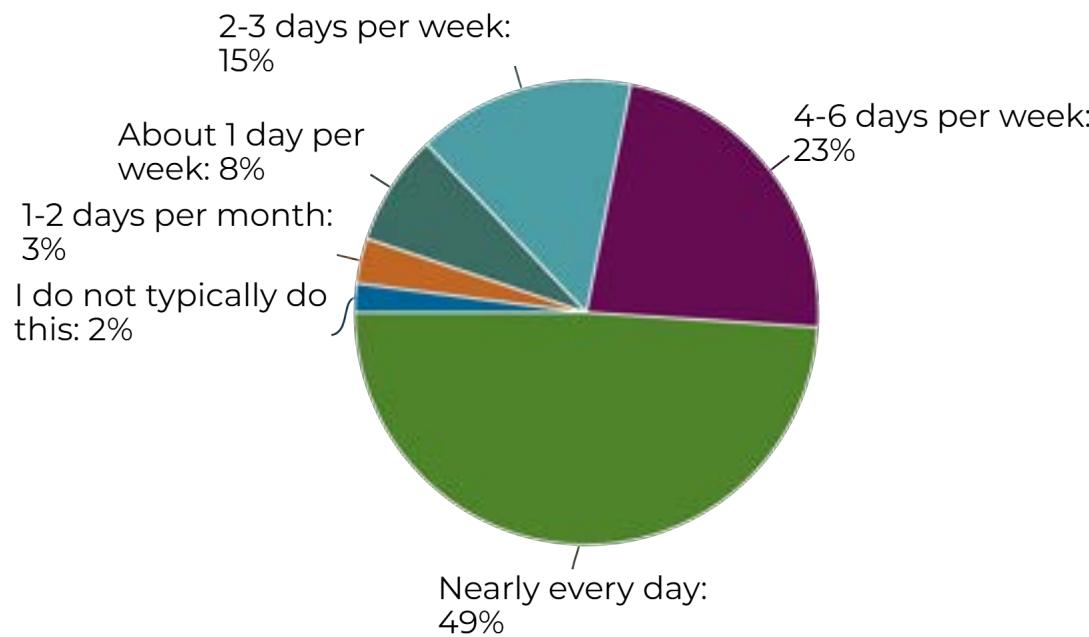




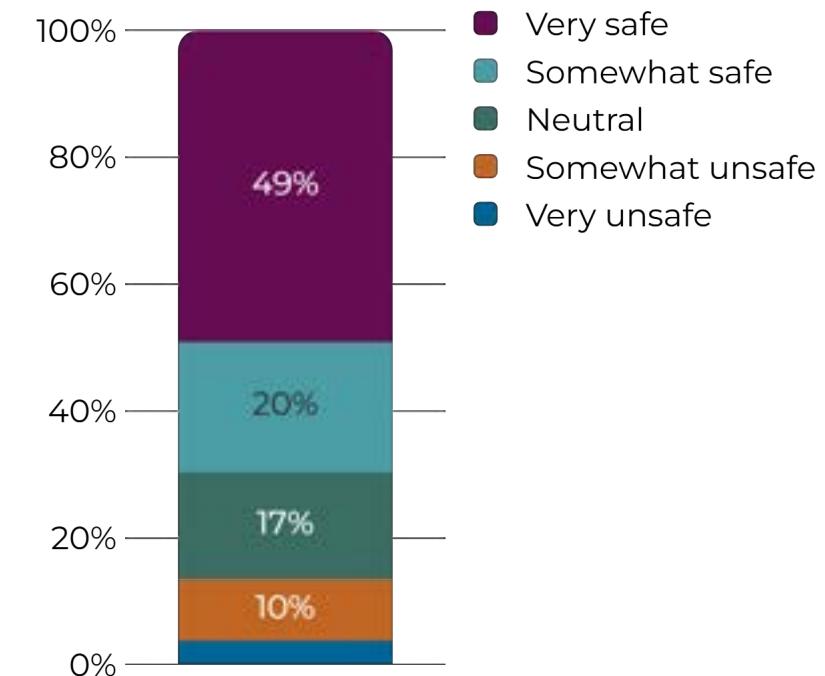
Frequency and Perceived Safety Driving Along Higher Speed Streets

Ninety-eight percent of respondents frequently drive on higher-speed streets. Nearly half (49%) drive on these streets "nearly every day" and 23% drive on them "4-6 days per week." Nearly seven in 10 (69%) feel safe driving on these streets, compared with just 14% feeling unsafe.

"In a typical month, how often do you drive on streets with a speed limit of 30 mph or greater?" (n=349)



"How safe do you feel driving along streets with a speed limit of 30 mph or greater?" (n=342)

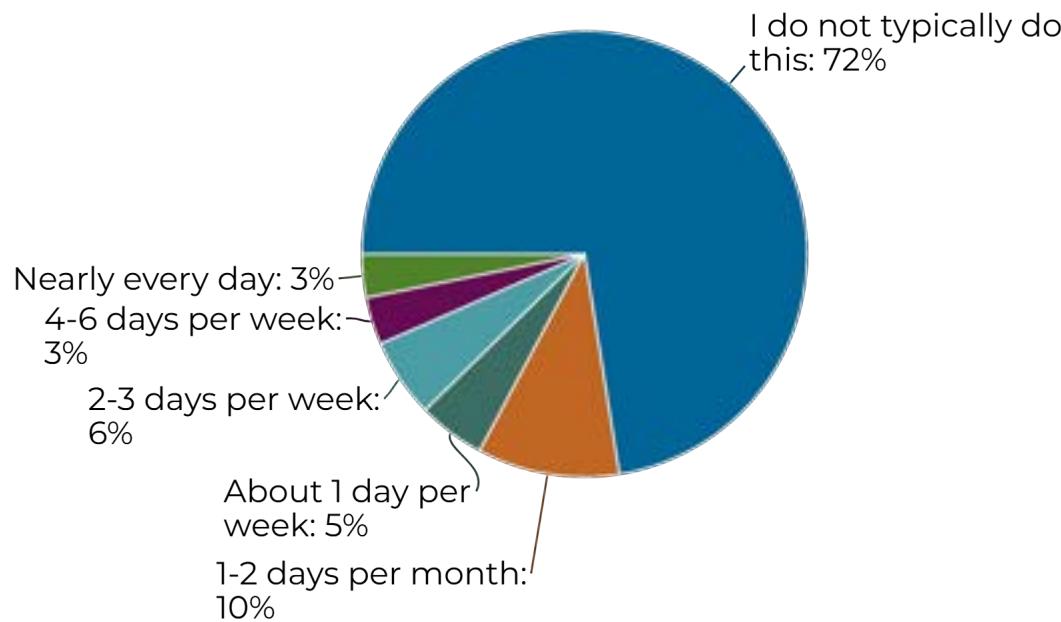




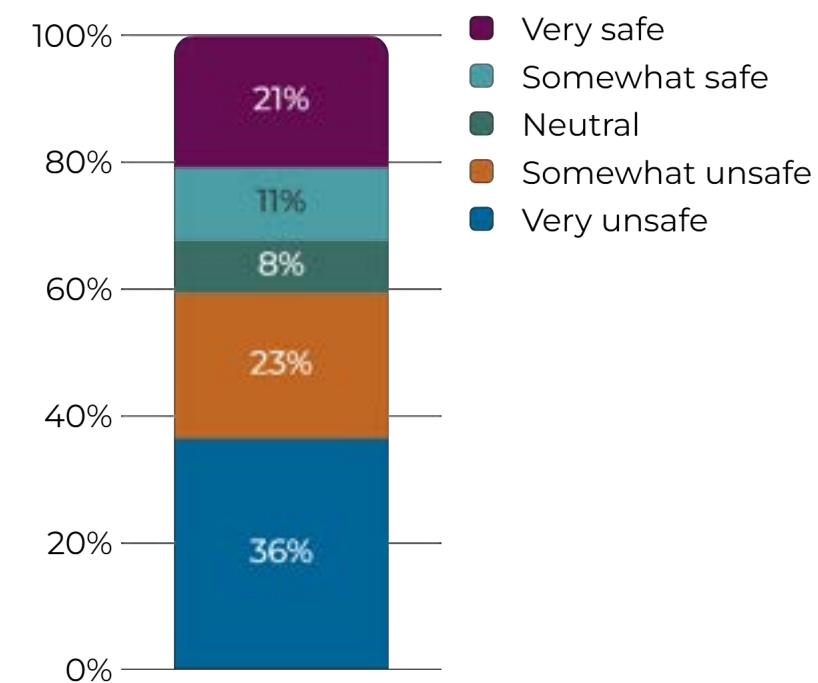
Frequency and Perceived Safety Biking Along Higher Speed Streets

Seventy-two percent of respondents "do not typically" bike on streets with a speed limit of 30 mph or greater. However, among those who bike, 59% feel unsafe biking on these streets.

"In a typical month, how often do you bike on streets with a speed limit of 30 mph or greater? This can be biking on the street, in a bike lane, or on an adjacent sidewalk." (n=349)



"How safe do you feel biking along streets with a speed limit of 30 mph or greater?" (n=96)

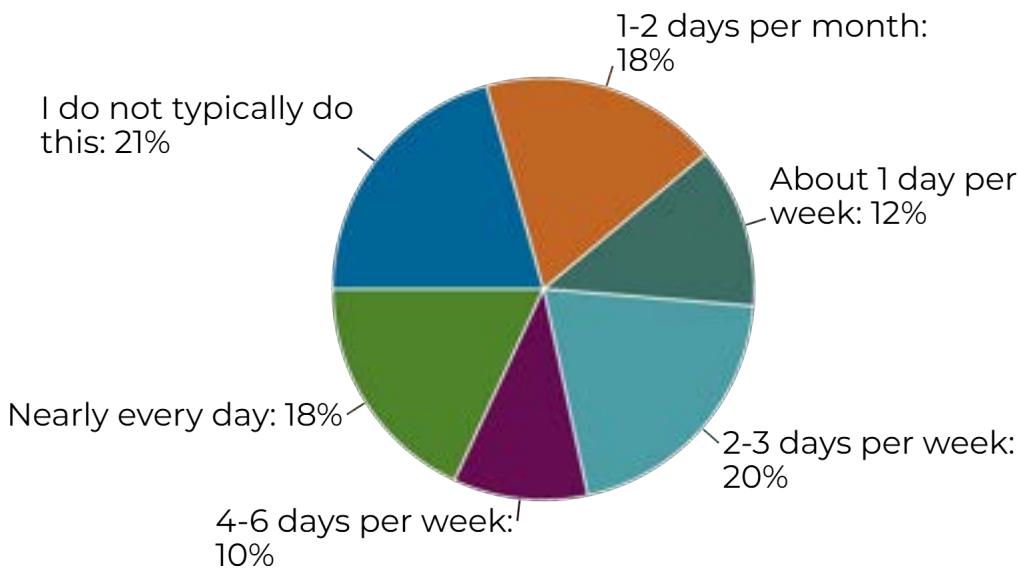




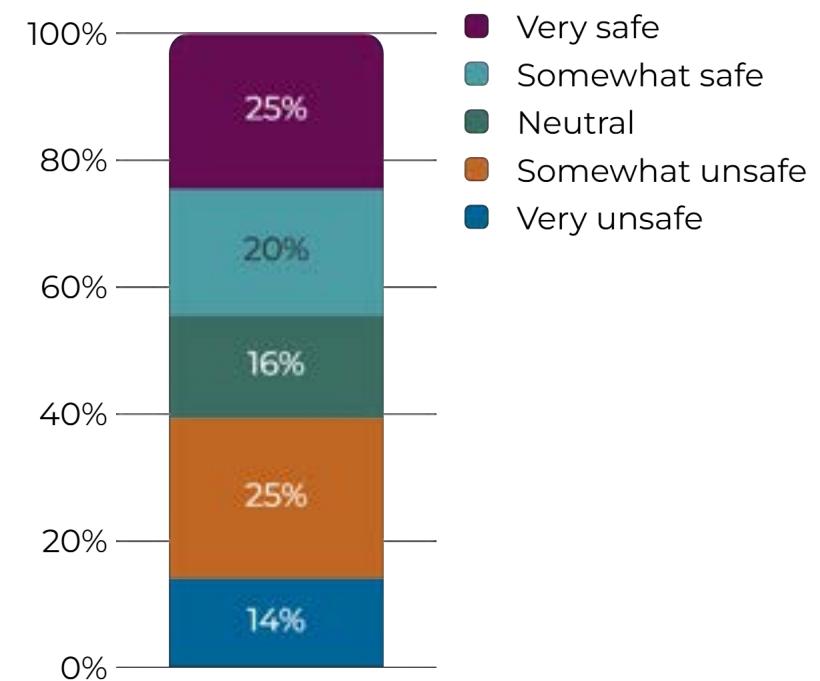
Frequency and Perceived Safety Walking Along Higher Speed Streets

Sixty percent of respondents walk on higher-speed streets at least 1 day per week. Among those who walk, 45% feel "somewhat" or "very" safe walking on these streets, and 39% feel "somewhat" or "very" unsafe unsafe.

"In a typical month, how often do you walk along streets with a speed limit of 30 mph or greater? This can be either walking on the shoulder or on an adjacent sidewalk." (n=349)



"How safe do you feel walking along streets with a speed limit of 30 mph or greater?" (n=277)



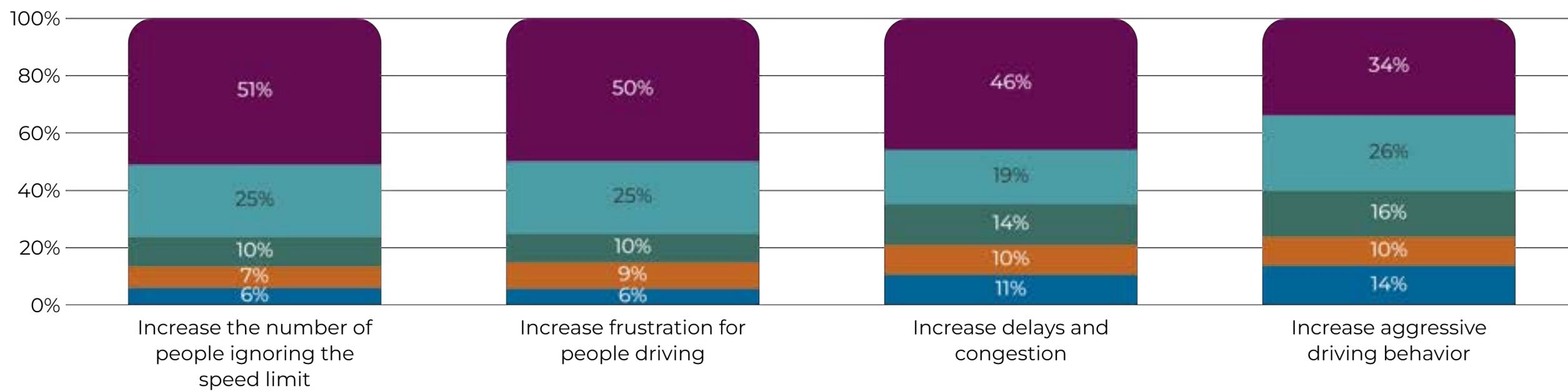


Agreement with Possible Outcomes of Reducing Speed Limits

Three-quarters agree that it will "increase the number of people ignoring the speed limit" (76%) and "increase frustration for people driving" (75%). About two-thirds (65%) agree that reducing speed limits will "increase delays and congestion" and 60% agree it will "increase aggressive driving behavior."

"The City of Bellevue is considering reducing speed limits along some higher-speed streets (30 mph or greater). Below are several possible outcomes of this decision. Please rate your level of agreement with each statement. Reducing the speed limit on higher speed streets will..." (n=349)

■ Strongly agree ■ Somewhat agree ■ Neutral ■ Somewhat disagree ■ Strongly disagree





Cont. Agreement with Possible Outcomes of Reducing Speed Limits

Half of respondents agree that it will improve the:

- "Safety or comfort for people biking along or across the street" (51%),
- "Quality of life for people living along the street" (50%), and
- "Safety or comfort for people walking along or across the street" (50%).

Forty-four percent of respondents agree it will "improve the safety or comfort for drivers entering and exiting the street."

"The City of Bellevue is considering reducing speed limits along some higher-speed streets (30 mph or greater). Below are several possible outcomes of this decision. Please rate your level of agreement with each statement. Reducing the speed limit on higher speed streets will..." *(n=349)*

■ Strongly agree ■ Somewhat agree ■ Neutral ■ Somewhat disagree ■ Strongly disagree



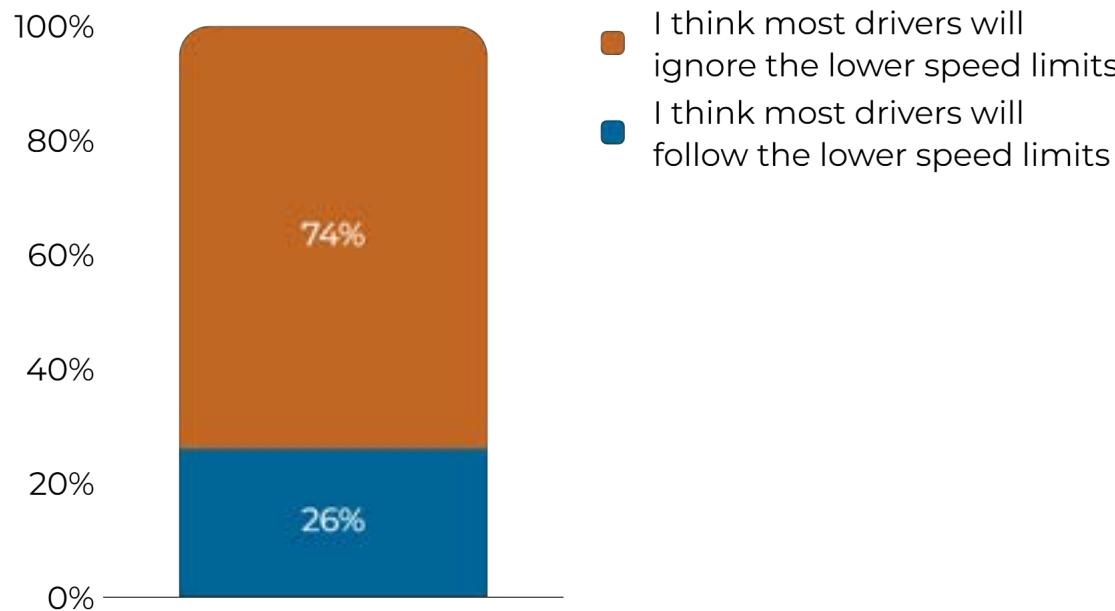


Adherence to Lower Speed Limits

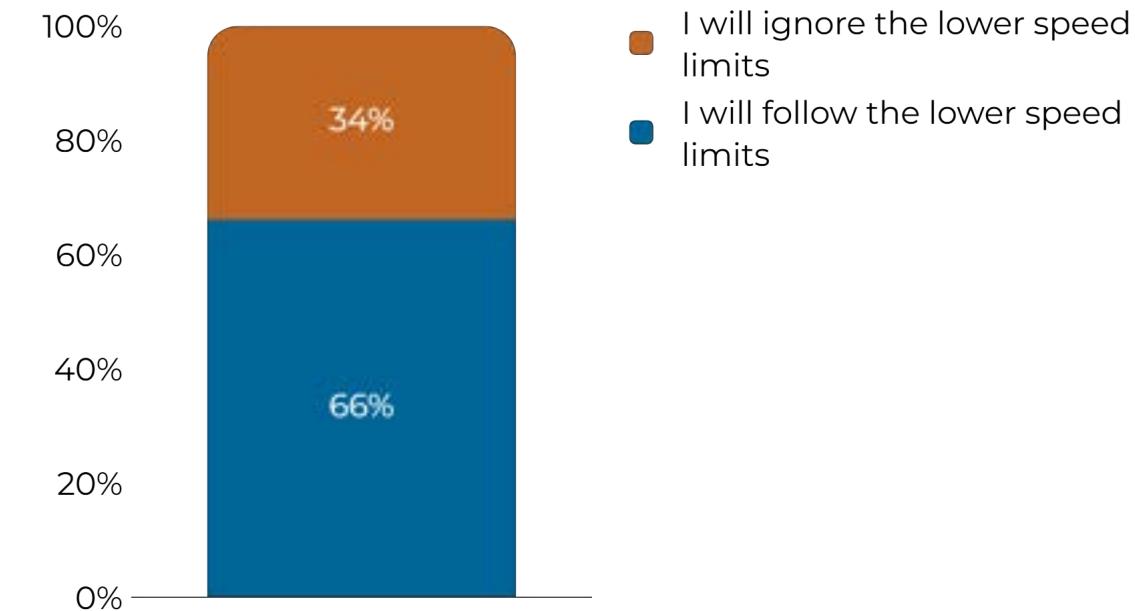
While respondents are skeptical of others, most personally intend to follow lowered speed limits.

- 74% of respondents think most people driving will "ignore the lower speed limits"
- Two-thirds state they "will follow the lower speed limits"

"If speed limits are lowered, do you think most drivers will follow the lower speed limits or ignore them?" (n=349)



"If speed limits are lowered, will you follow the lower speed limits or ignore them?" (n=349)





Traffic Calming Measures



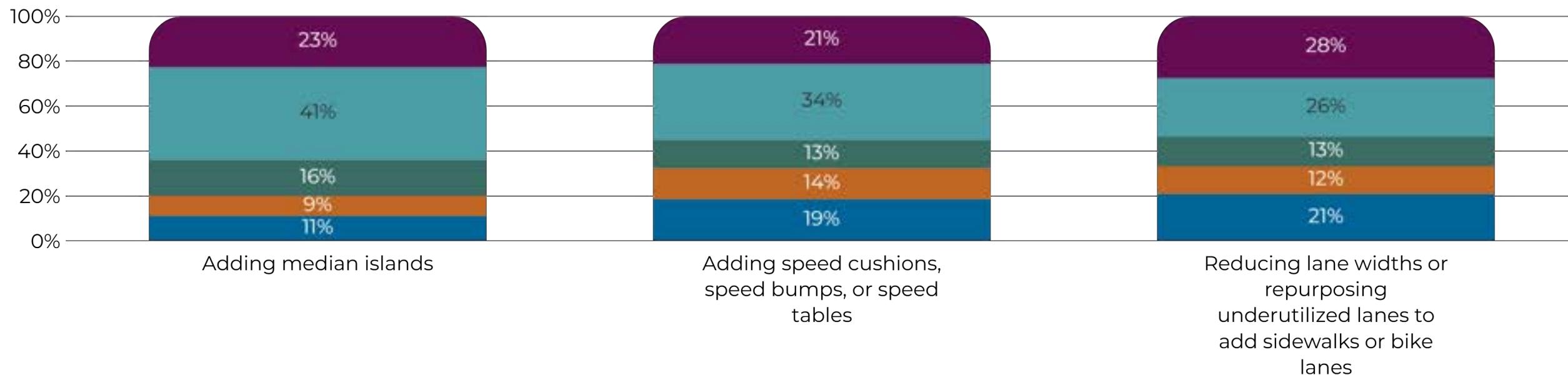


Effectiveness of Traffic Calming Measures

- "Adding median islands" is perceived as the most effective calming measure; 64% state it would be "very" or "somewhat" effective.
- This is followed by "Adding speed cushions, speed bumps, or speed tables" (55% state it would be "very" or "somewhat" effective), and "Reducing lane widths or repurposing underutilized lanes to add on street parking" (54% state it would be "very" or "somewhat" effective).

"Traffic calming measures are a way to reduce speeding. Below are some examples of traffic calming measures. Please rate how effective you think each one would be." (n=349)

■ Very effective ■ Somewhat effective ■ Neutral ■ Somewhat ineffective ■ Very ineffective





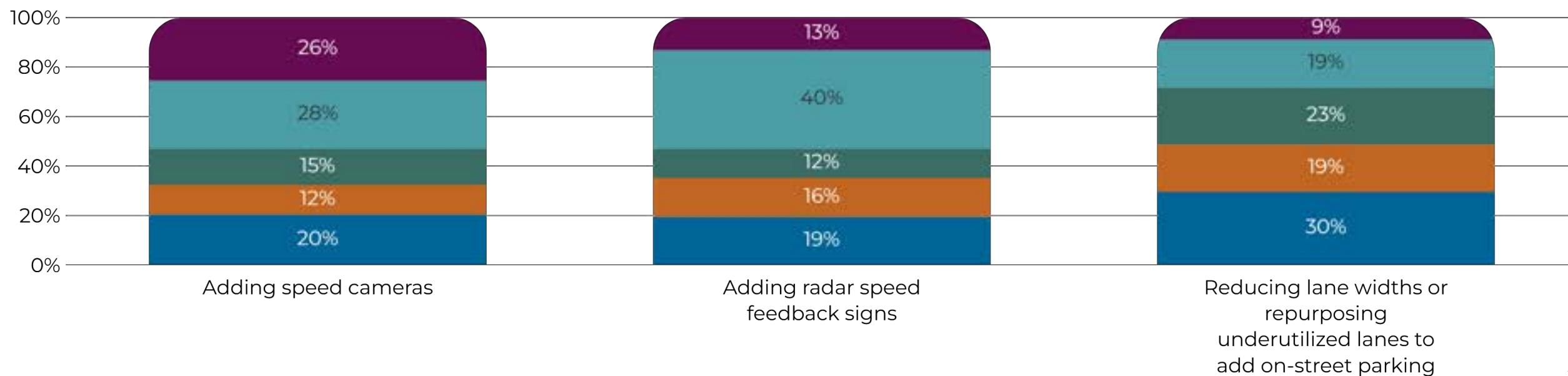
Cont. Effectiveness of Traffic Calming Measures

"Reducing lane widths or repurposing underutilized lanes to add on-street parking" is perceived as the least effective calming measure; only 28% state it would be "very" or "somewhat" effective.

Over half of respondents believe that adding speed cameras (54%) and adding radar feedback signs (53%) would be "very" or "somewhat" effective.

"Traffic calming measures are a way to reduce speeding. Below are some examples of traffic calming measures. Please rate how effective you think each one would be." (n=349)

■ Very effective ■ Somewhat effective ■ Neutral ■ Somewhat ineffective ■ Very ineffective



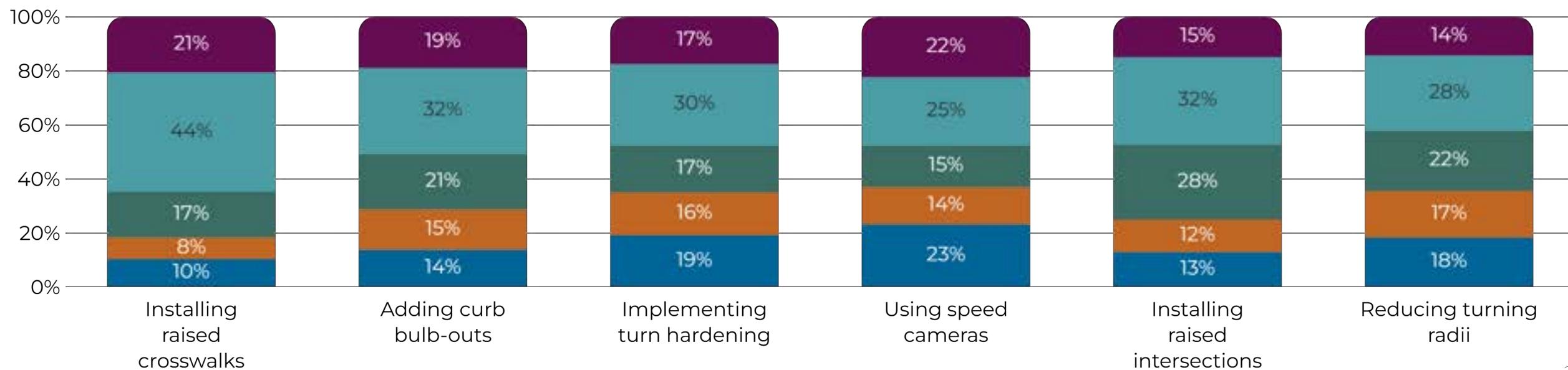


Effectiveness of Intersection Safety Improvements

- "Installing raised crosswalks" has the highest average effectiveness rating; 65% state it would be "very" or "somewhat" effective.
- "Adding curb bulb-outs" and "installing raised intersections" are also viewed as effective; 51% and 48% state it would be "very" or "somewhat" effective.

"Next, we want to explore strategies for improving safety and managing vehicle speeds at intersections. Below are some ways to improve safety at intersections. Please rate how effective you think each one would be." (n=349)

■ Very effective ■ Somewhat effective ■ Neutral ■ Somewhat ineffective ■ Very ineffective





Messaging





Effectiveness of Messaging About Why Lower Speeds Improves Safety

Messaging emphasizing that "Bellevue's streets should feel safe for everyone" is perceived as the most effective; 55% say it's "somewhat" or "very" effective.

- Messages highlighting the direct impact of speed on life and death ("Speeding might save a minute, but it could cost a life," "Driving just 5 mph slower can mean the difference between life and death in a crash") are also seen as relatively effective; 42% (apiece) say it's "somewhat" or "very" effective.

"Below are different messages about why lowering speed limits improves road safety in Bellevue. Please rate how effective you think each would be."

■ Very effective ■ Somewhat effective ■ Neutral ■ Somewhat ineffective ■ Very ineffective (n=349)



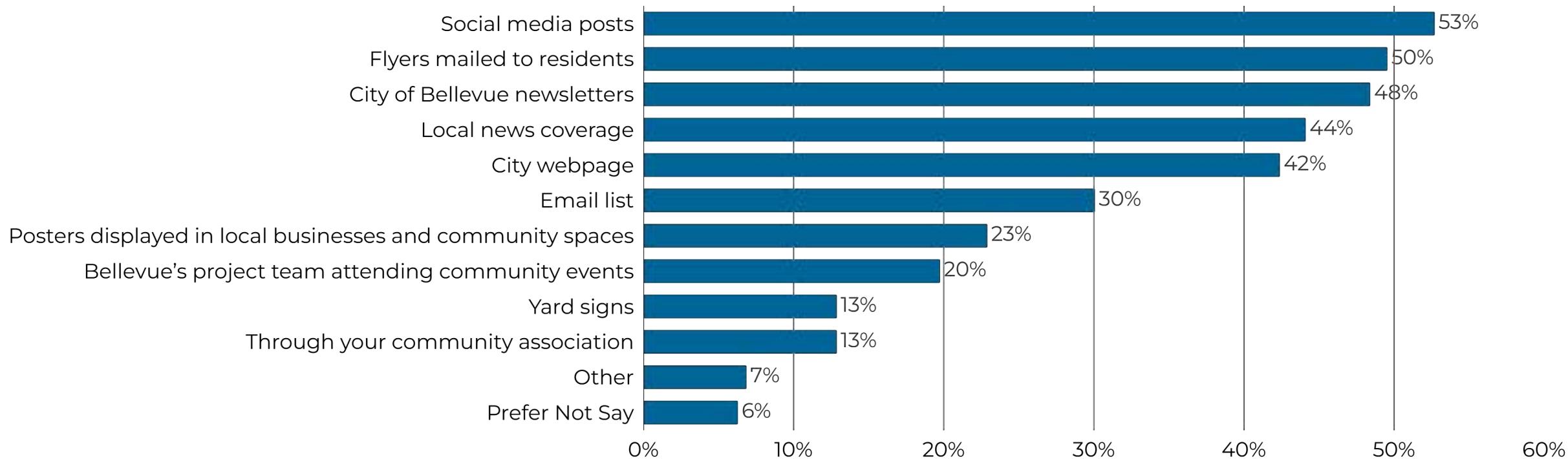


Preferred Ways to Receive Information About Plans to Reduce Speeds

- "Social media posts" (53%)*, "flyers mailed to residents" (50%), and "City of Bellevue newsletters" (48%) are the top three preferred communication channels.
- "Yard signs" and "through your community association" are the least preferred (both 13%).

"Which ways would you like to receive information about Bellevue's plans to lower speed limits and improve road safety?

(Select all that apply.)" (n=327)



*Note: respondents were recruited through a social media campaign which may skew results toward social media.



Appendix I - Summary Tables



	%	Count	Sample Size
Not at all	7%	26	349
A small amount	18%	64	349
A moderate amount	27%	93	349
A lot	22%	78	349
A great deal	25%	88	349
NET	100%	349	349

How much do you think the speed of cars on major streets affects the safety of people driving, walking, and bicycling? SUMMARY
sample size = 349

Column % Sample Size	Most	2nd	3rd	4th	Least
Near schools	62% 349	20% 349	8% 349	4% 349	6% 349
Near parks	7% 349	40% 349	29% 349	16% 349	7% 349
Near hospitals	3% 349	13% 349	20% 349	30% 349	33% 349
Near community centers	2% 349	14% 349	24% 349	36% 349	24% 349
Near or in commercial centers	26% 349	13% 349	18% 349	14% 349	30% 349
NET	100% 349	100% 349	100% 349	100% 349	100% 349

Which locations concern you most when it comes to the speeds people drive and safety? SUMMARY
sample size = 349

Row %	Not at all concerned	Slightly concerned	Somewhat concerned	Very concerned	Extremely concerned	Very concerned + Extremely concerned	NET	Row Sample Size
Streets that connect to freeways	36%	20%	21%	13%	10%	23%	100%	349
Two-lane streets (streets with one lane for each direction)	21%	22%	27%	21%	9%	30%	100%	349
Multi-lane streets	28%	17%	23%	21%	11%	32%	100%	349
Streets with sidewalks	22%	26%	24%	18%	10%	28%	100%	349
Streets without sidewalks	14%	15%	24%	28%	19%	47%	100%	349
Streets with bike lanes	17%	18%	24%	22%	19%	42%	100%	349

Please rate your concern about speed-related issues for each of these types of streets. SUMMARY
sample size = 349

	Average	Sample Size
Streets without sidewalks	3.2	349
Streets with bike lanes	3.1	349
Two-lane streets (streets with one lane for each direction of traffic)	2.7	349
Multi-lane streets	2.7	349
Streets with sidewalks	2.7	349
Streets that connect to freeways	2.4	349
SUM	16.9	349

Numeric - Please rate your concern about speed-related issues for each of these types of streets. SUMMARY
 sample size = 349

Column % Sample Size	First	Second	Third
Streets where many or serious crashes have happened before	58% 349	36% 349	7% 349
Streets signed for higher speeds, such as 40 mph	4% 349	10% 349	86% 349
Streets next to places where lots of people walk or bike	38% 349	54% 349	7% 349
NET	100% 349	100% 349	100% 349

When deciding where to slow down traffic, which factors should be the top priority? SUMMARY
sample size = 349

	%	Count	Sample Size
Much too slow	16%	55	349
Somewhat too slow	19%	65	349
About right	48%	169	349
Somewhat too fast	10%	34	349
Much too fast	7%	26	349
NET	100%	349	349

In general, do you think the speed limits along higher speed streets in Bellevue
are... SUMMARY
sample size = 349

	%	Count	Sample Size
I do not typically do this	2%	7	349
1-2 days per month	3%	11	349
About 1 day per week	8%	27	349
2-3 days per week	15%	53	349
4-6 days per week	23%	80	349
Nearly every day	49%	171	349
NET	100%	349	349

In a typical month, how often do you drive on streets with a speed limit of 30 mph or greater? SUMMARY
 sample size = 349

	%	Count	Sample Size
Very unsafe	4%	13	342
Somewhat unsafe	10%	33	342
Neutral	17%	58	342
Somewhat safe	20%	70	342
Very safe	49%	168	342
NET	100%	342	342

How safe do you feel driving along streets with a speed limit of 30 mph or greater? SUMMARY
sample size = 342; total sample size = 349; 7 missing

	%	Count	Sample Size
I do not typically do this	72%	253	349
1-2 days per month	10%	36	349
About 1 day per week	5%	17	349
2-3 days per week	6%	20	349
4-6 days per week	3%	12	349
Nearly every day	3%	11	349
NET	100%	349	349

In a typical month, how often do you bike on streets with a speed limit of 30 mph or greater? SUMMARY
sample size = 349

	%	Count	Sample Size
Very unsafe	36%	35	96
Somewhat unsafe	23%	22	96
Neutral	8%	8	96
Somewhat safe	11%	11	96
Very safe	21%	20	96
NET	100%	96	96

How safe do you feel biking along streets with a speed limit of 30 mph or greater? SUMMARY

sample size = 96; total sample size = 349; 253 missing

	%	Count	Sample Size
I do not typically do this	21%	72	349
1-2 days per month	18%	64	349
About 1 day per week	12%	43	349
2-3 days per week	20%	71	349
4-6 days per week	10%	36	349
Nearly every day	18%	63	349
NET	100%	349	349

In a typical month, how often do you walk along streets with a speed limit of 30 mph or greater? SUMMARY
 sample size = 349

	%	Count	Sample Size
Very unsafe	14%	39	277
Somewhat unsafe	25%	70	277
Neutral	16%	45	277
Somewhat safe	20%	55	277
Very safe	25%	68	277
NET	100%	277	277

How safe do you feel walking along streets with a speed limit of 30 mph or greater? SUMMARY
sample size = 277; total sample size = 349; 72 missing

Row %	Strongly disagree	Somewhat disagree	Neutral	Somewhat agree	Strongly agree	Somewhat agree + Strongly agree	NET	Row Sample Size
Improve the quality of life for people who live along the street	20%	13%	17%	26%	25%	50%	100%	349
Improve the safety or comfort for people walking along or across the street	19%	12%	18%	27%	23%	50%	100%	349
Improve the safety or comfort for people biking along or across the street	16%	13%	20%	27%	24%	51%	100%	349
Improve the safety or comfort for drivers entering and exiting the street	21%	13%	21%	29%	15%	44%	100%	349
Increase delays and congestion	11%	10%	14%	19%	46%	65%	100%	349
Increase frustration for people driving	6%	9%	10%	25%	50%	75%	100%	349
Increase aggressive driving behavior	14%	10%	16%	26%	34%	60%	100%	349
Increase the number of people ignoring the speed limit	6%	7%	10%	25%	51%	76%	100%	349

Agreement with possible outcomes of reducing speed limits along some higher-speed streets. SUMMARY
sample size = 349

	%	Count	Sample Size
I think most drivers will follow the lower speed...	26%	91	349
I think most drivers will ignore the lower speed...	74%	258	349
NET	100%	349	349

If speed limits are lowered, do you think most drivers will follow the lower speed limits or ignore them? SUMMARY
sample size = 349

	%	Count	Sample Size
I will follow the lower speed limits	66%	231	349
I will ignore the lower speed limits	34%	118	349
NET	100%	349	349

If speed limits are lowered, will you follow the lower speed limits or ignore them? SUMMARY
sample size = 349

	%	Count	Sample Size
Strongly oppose	40%	140	349
Somewhat oppose	15%	54	349
Neutral	10%	34	349
Somewhat support	14%	48	349
Strongly support	21%	73	349
NET	100%	349	349

To improve road safety in Bellevue, would you support reducing speed limits,
even if it meant an increase in travel times? SUMMARY
sample size = 349

	%	Count	Sample Size
Strongly disagree 0	9%	31	349
1	3%	9	349
2	2%	7	349
3	2%	6	349
4	2%	7	349
5	9%	31	349
6	2%	7	349
7	3%	11	349
8	7%	26	349
9	6%	22	349
Strongly agree 10	55%	192	349
NET	100%	349	349

Saving a few minutes on the road is never worth risking someone's life.

SUMMARY

sample size = 349

Row %	Very ineffective	Somewhat ineffective	Neutral	Somewhat effective	Very effective	Somewhat effective + Very effective	NET	Row Sample Size
Adding speed cushions, speed bumps, or speed tables	19%	14%	13%	34%	21%	55%	100%	349
Adding median islands	11%	9%	16%	41%	23%	64%	100%	349
Adding radar speed feedback signs	19%	16%	12%	40%	13%	53%	100%	349
Adding speed cameras	20%	12%	15%	28%	26%	53%	100%	349
Reducing lane widths or repurposing underutilized lanes to add sidewalks or bike lanes	21%	12%	13%	26%	28%	54%	100%	349
Reducing lane widths or repurposing underutilized lanes to add on-street parking	30%	19%	23%	19%	9%	28%	100%	349

Effectiveness of Traffic Calming Measures SUMMARY
sample size = 349

Row %	Very ineffective	Somewhat ineffective	Neutral	Somewhat effective	Very effective	Somewhat effective + Very effective	NET	Row Sample Size
Installing raised crosswalks	10%	8%	17%	44%	21%	65%	100%	349
Installing raised intersections	13%	12%	28%	32%	15%	47%	100%	349
Implementing turn hardening	19%	16%	17%	30%	17%	48%	100%	349
Adding curb bulb-outs	14%	15%	21%	32%	19%	51%	100%	349
Reducing turning radii	18%	17%	22%	28%	14%	42%	100%	349
Using speed cameras	23%	14%	15%	25%	22%	48%	100%	349

Effectiveness of Intersection Safety Improvements SUMMARY
sample size = 349

Row %	Very ineffective	Somewhat ineffective	Neutral	Somewhat effective	Very effective	Somewhat effective + Very effective	NET	Row Sample Size
Slower speeds save lives.	19%	16%	22%	27%	15%	42%	100%	349
Driving just 5 mph slower can mean the difference between life and death in a crash.	16%	17%	25%	24%	17%	42%	100%	349
Lower speeds make streets safer for everyone, especially kids, seniors, people with disabilities, and people walking or biking.	17%	18%	19%	29%	17%	46%	100%	349
Speeding might save a minute, but it could cost a life.	19%	11%	20%	27%	22%	49%	100%	349
Reducing speed limits prevents deaths and serious injuries in crashes.	18%	18%	26%	26%	13%	38%	100%	349
Bellevue's streets should feel safe for everyone.	15%	8%	22%	23%	32%	55%	100%	349

Effectiveness of messaging on why lowering speeds improves safety SUMMARY
sample size = 349

	%	Count	Sample Size
City webpage	42%	148	349
Flyers mailed to residents	50%	173	349
Bellevue's project team attending community events	20%	69	349
City of Bellevue newsletters	48%	169	349
Email list	30%	105	349
Posters displayed in local businesses and community...	23%	80	349
Yard signs	13%	45	349
Social media posts	53%	184	349
Through your community association	13%	45	349
Local news coverage	44%	154	349
Other	7%	24	349
Prefer Not Say	6%	22	349
NET	100%	349	349

Bellevue Info Preferences on Speed Limit Plans SUMMARY
 sample size = 349

	%	Count	Sample Size
18-34	21%	73	349
35-54	38%	131	349
55-64	17%	58	349
65+	25%	87	349
NET	100%	349	349

Age Categories SUMMARY
sample size = 349

	%	Count	Sample Size
Female	42%	148	349
Other gender identity	3%	10	349
Male	48%	166	349
Prefer not to say	7%	25	349
NET	100%	349	349

Gender SUMMARY
sample size = 349

	%	Count	Sample Size
American Indian or Alaskan Native	1%	5	349
Asian or Asian American	15%	52	349
Black or African American	1%	5	349
Hispanic, Latino, or Spanish origin	3%	9	349
Native Hawaiian or Other Pacific Islander	1%	3	349
White or Caucasian	70%	244	349
Something else (please tell us)	2%	6	349
Prefer not to say - Race	12%	43	349
NET	100%	349	349

Race and Ethnicity Categories SUMMARY
 sample size = 349

	%	Count	Sample Size
Less than 5 years	21%	73	349
5 to less than 10 years	13%	44	349
10 to less than 15 years	14%	49	349
15 to less than 20 years	7%	23	349
20 years or longer	46%	160	349
NET	100%	349	349

How many years have you lived in the City of Bellevue? SUMMARY
sample size = 349

	%	Count	Sample Size
Own	66%	231	349
Rent	26%	89	349
Something else	4%	14	349
Prefer not to say	4%	15	349
NET	100%	349	349

Do you own or rent your residence? SUMMARY
sample size = 349

	%	Count	Sample Size
Single-family home	61%	212	349
Multi-family home	34%	117	349
Something else	1%	3	349
Prefer not to say	5%	17	349
NET	100%	349	349

Dwelling Type SUMMARY
sample size = 349

	%	Count	Sample Size
Yes	13%	44	349
No	82%	285	349
Don't know	1%	3	349
Prefer not to say	5%	17	349
NET	100%	349	349

Do you consider yourself to be a person with a disability? SUMMARY
sample size = 349

	%	Count	Sample Size
Yes, I speak a language other than English	30%	105	349
Yes, someone else in my household speaks a language other than English	17%	61	349
No, no one speaks a language other than English	53%	186	349
Prefer not to say	7%	25	349
NET	100%	349	349

Do you or anyone in your household speak any languages other than English? SUMMARY
 sample size = 349

	%	Count	Sample Size
Cantonese/Chinese/Mandarin	8%	28	349
French (including Patois, Cajun)	4%	14	349
Hindi	1%	5	349
Japanese	2%	8	349
Korean	1%	2	349
Persian	1%	3	349
Russian	2%	7	349
Spanish or Spanish Creole	5%	16	349
Tagalog	1%	2	349
Vietnamese	1%	2	349
Other Asian languages	2%	6	349
Other Indic languages	1%	3	349
Other Indo-European languages	2%	6	349
Some other language	5%	17	349
English	68%	239	349
NET	89%	310	349

Languages Spoken at Home (Select all that apply) SUMMARY
 sample size = 349

	%	Count	Sample Size
Not at all	0%	0	138
Not well	0%	0	138
Well	4%	6	138
Very well	95%	131	138
Prefer not to say	1%	1	138
NET	100%	138	138

How well do you speak English? SUMMARY
sample size = 138; total sample size = 349; 211 missing

	%	Count	Sample Size
Less than \$20,000	2%	8	349
\$20,000 to less than \$35,000	1%	5	349
\$35,000 to less than \$50,000	2%	7	349
\$50,000 to less than \$75,000	5%	17	349
\$75,000 to less than \$100,000	9%	32	349
\$100,000 to less than \$150,000	12%	43	349
\$150,000 to less than \$200,000	8%	29	349
\$200,000 or more	37%	129	349
Prefer not to say	23%	79	349
NET	100%	349	349

What is the approximate total annual income of all members of your household? SUMMARY
 sample size = 349

	%	Count	Sample Size
Yes, sign me up!	36%	101	281
No, not at this time.	64%	180	281
NET	100%	281	281

Would you like to join the Bellevue Online Opinions Community? SUMMARY
sample size = 281; total sample size = 349; 68 missing

	%	Count	Sample Size
Yes	48%	167	349
No	52%	182	349
NET	100%	349	349

Would you like to be added to the City of Bellevue's
Transportation News email list? SUMMARY
sample size = 349



Appendix II - Crosstabs - Race/ethnicity



Notable Differences Among Race/Ethnicity

Black/African American and Hispanic respondents tend to express stronger views on issues related to traffic safety and speed limit changes. Asian/Asian American respondents often align with these groups on perceived safety benefits, while White respondents tend to show more moderate or neutral responses.

Perceptions of Walking Safety: **Hispanic respondents report the highest level of unease, with 57% stating they feel “somewhat unsafe” walking on higher-speed streets. Black/African American respondents report the highest sense of safety, with 60% feeling “very safe” and none indicating they feel “very unsafe.”** White respondents tend to hold more mixed views.

Support for Speed Limit Reductions: Black/African American and Asian/Asian American respondents are more likely to strongly agree that lower speed limits improve quality of life and safety for walking and biking. White respondents are less likely to strongly agree with these benefits and are more likely to respond neutrally, especially regarding driver safety.

Concerns About Speed Limit Reductions: Concerns about the potential drawbacks of reducing speed limits are particularly strong among Black/African American respondents. They show the highest levels of strong agreement that lower speed limits would increase delays and congestion, driver frustration, and aggressive driving. While Asian/Asian American and Hispanic respondents also express concern about increased non-compliance with speed limits, they are more likely to hold neutral or mixed opinions on aggressive driving behavior.

Concerns by Street Types: Two-lane streets and streets without sidewalks generate the highest concern overall, particularly among Hispanic respondents. Streets with bike lanes also raise concerns, especially for Black/African American respondents.



How to Read Crosstabs - Summary

This table breaks down how our survey respondents perceive speed limits on higher-speed streets, specifically showing if their opinion varied based on age groups (18-34, 35-54, 55-64, 65+). Each percentage you see is the proportion of people *within that age group* who gave that answer.

The most important part for finding actionable insights are the **letters** under some percentages. These letters tell us when a difference in opinion among age groups is **statistically significant**, meaning it's likely to be a real difference and not just random chance.

Column Comparisons	Column %	18-34	35-54	55-64	65+	NET
	Count					
Much too slow		33% 24 B C D	20% 26 C D	7% 4	1% 1	16% 55 -
Somewhat too slow		18% 13 D	27% 35	16% 9	9% 8	19% 65 -
About right		23% 17 A	42% 55 A B	59% 34 A B	72% 63 A B	48% 169 -
Somewhat too fast		12% 9 B	5% 7 8	14% 8	11% 10	10% 34 -
Much too fast		14% 10 -	6% 8 -	5% 3 -	6% 5 -	7% 26 -
NET		100% 73 -	100% 131 -	100% 58 -	100% 87 -	100% 349 -
	Column Names	A	B	C	D	E



How to Read Crosstabs - Structure

Rows: These represent the different answer options to the survey question.

Columns: These represent the different age categories. There's also a "NET" column which represents the total or average across all age groups.

Cells: Each cell contains a percentage. This percentage represents the proportion of respondents within that specific age category who chose that particular answer option.

Column %: This indicates that the percentages in the table are calculated vertically, meaning each column sums to 100% (or very close to it, due to rounding). This tells you the distribution of responses *within* each age group.

Column % Count	18-34	35-54	55-64	65+	NET
Column Comparisons					
Much too slow	33% 24 B C D	20% 26 C D	7% 4	1% 1	16% 55 -
Somewhat too slow	18% 13 D	27% 35	16% 9	9% 8	19% 65 -
About right	23% 17 A	42% 55 A B	59% 34 A B	72% 63 A B	48% 169 -
Somewhat too fast	12% 9 B	5% 7	14% 8	11% 10	10% 34 -
Much too fast	14% 10	6% 8	5% 3	6% 5	7% 26 -
NET	100% 73 -	100% 131 -	100% 58 -	100% 87 -	100% 349 -

Column Comparisons (A, B, C, D): These letters (A, B, C, D) underneath some percentages are statistical significance indicators. They tell you if the percentage in that cell is significantly different from the percentages in other specified columns.

How to read them: If a letter (e.g., "D") appears under a percentage, it means that the percentage is significantly different (at a 95% confidence level, as stated in the footer) from the column represented by that letter. For instance, in the "Much too slow" row, under the "18-34" column, you see "B C D." This means that 33% of 18-34-year-olds finding speed limits "Much too slow" is significantly higher than the percentages of 35-54-year-olds (column B), 55-64-year-olds (column C), and 65+ year-olds (column D) who feel the same way.

These comparisons help identify statistically meaningful differences between age groups, rather than just random variations.



How to Read Crosstabs - Interpreting the Data (Row by Row)

"Much too slow" Row:

- 18-34 (33% B C D): 33% of 18-34-year-olds think speed limits are much too slow. The letters "B C D" indicate that this 33% is significantly higher than the 20% of 35-54-year-olds, 7% of 55-64-year-olds, and 1% of 65+ year-olds who feel the same. This suggests younger adults are more likely to find speed limits much too slow.
- 65+ (1%): Only 1% of respondents aged 65 and over think speed limits are much too slow. The absence of letters here indicates this is not significantly higher from other groups.

"Somewhat too slow" Row:

- 35-54 (27% D): 27% of 35-54-year-olds think speed limits are somewhat too slow. The "D" next to it means this is significantly higher than the 9% of 65+ year-olds who feel this way.

"About right" Row:

- 55-64 (59% A B): 59% of 55-64-year-olds think speed limits are about right. The "A B" indicates this is significantly higher than the 23% of 18-34-year-olds and 42% of 35-54-year-olds. This highlights that older age groups are more likely to perceive speed limits as appropriate.
- 65+ (72% A B): A substantial 72% of 65+ year-olds believe speed limits are about right, and this is also significantly higher than the younger age groups (under 55).

"Somewhat too fast" Row:

- 55-64 (14% B): 14% of 55-64-year-olds think speed limits are somewhat too fast. The "B" indicates this is significantly higher than the 5% of 35-54-year-olds who think so.

Column Comparisons	Column %	18-34	35-54	55-64	65+	NET
	Count					
Much too slow	33%	24	20%	7%	1%	16%
		B C D	C D			55
Somewhat too slow	18%	13	27%	16%	9%	19%
		D	35	9	8	65
About right	23%	17	42%	59%	72%	48%
		A	55	34	63	169
Somewhat too fast	12%	9	5%	14%	11%	10%
		B	7	8	10	34
Much too fast	14%	10	6%	5%	6%	7%
		A	8	3	5	26
NET	100%	73	100%	100%	100%	100%
		-	131	58	87	349
Column Names	A	B	C	D	E	

In general, do you think the speed limits along higher speed streets in Bellevue are... by Age Categories
 sample size = 349; 95% confidence level; Column comparison symbols: A, B, C... (confidence level $\geq 95\%$); No test symbol: -; Not significant symbol:

Column % Count	Other	Asian/Asian American	Black/African American	Hispanic	White	Prefer not to say	NET
Column Comparisons							
	14%	12%	20%	11%	7%	5%	7%
Not at all	2	6	1	1	16	2	26
	21%	17%	0%	11%	17%	23%	18%
A small amount	3	9	0	1	42	10	64
	29%	21%	60%	22%	26%	40%	27%
A moderate amount	4	11	3	2	63	17	93
	29%	21%	20%	22%	23%	19%	22%
A lot	4	11	1	2	55	8	78
	7%	29%	0%	33%	28%	14%	25%
A great deal	1	15	0	3	68	6	88
	100%	100%	100%	100%	100%	100%	100%
NET	14	52	5	9	244	43	349
	-	-	-	-	-	-	-
Column Names	A	B	C	D	E	F	G

How much do you think the speed of cars on major streets affects the safety of people driving, walking, and bicycling? by Race/Ethnicity Categories
 sample size = 349; 95% confidence level; Column comparison symbols: A, B, C... (confidence level >= 95%); No test symbol: -; Not significant symbol:

Average Column Comparisons	Other	Asian/Asian American	Black/African American	Hispanic	White	Prefer not to say	NET
Column Names	A	B	C	D	E	F	G
Numeric - How much do you think the speed of cars on major streets affects the safety of people driving, walking, and bicycling?	2.9	3.4	2.8	3.6	3.5	3.1	3.4

Numeric - How much do you think the speed of cars on major streets affects the safety of people driving, walking, and bicycling? by Race/Ethnicity Categories
 sample size = 349; 95% confidence level; Column comparison symbols: A, B, C... (confidence level >= 95%); No test symbol: -; Not significant symbol:

Column % Count Column Names Column Comparisons	Most							2nd						
	Other	Asian/Asian American	Black/African American	Hispanic	White	Prefer not to say	NET	Other	Asian/Asian American	Black/African American	Hispanic	White	Prefer not to say	NET
	43%	58%	60%	56%	62%	67%	62%	29%	19%	20%	33%	21%	14%	20%
	6	30	3	5	152	29	218	4	10	1	3	51	6	69
Near schools	A	B	C	D	E	F	G	A	B	C	D	E	F	G
	14%	12%	0%	11%	6%	5%	7%	36%	27%	60%	22%	43%	40%	40%
	2	6	0	1	15	2	24	5	14	3	2	104	17	141
Near parks	A	B	C	D	E	F	G	A	B	C	D	E	F	G
	7%	0%	0%	0%	4%	2%	3%	7%	17%	0%	11%	13%	19%	13%
	1	0	0	0	10	1	11	1	9	0	1	31	8	47
Near hospitals	A	B	C	D	E	F	G	A	B	C	D	E	F	G
	B						-							-
	0%	2%	0%	0%	2%	2%	2%	21%	25%	20%	22%	11%	16%	14%
Near community centers	0	1	0	0	4	1	6	3	13	1	2	26	7	48
	A	B	C	D	E	F	G	A	B	C	D	E	F	G
	A	B	C	D	E	F	-							-
Near or in commercial centers	36%	29%	40%	33%	26%	23%	26%	7%	12%	0%	11%	13%	12%	13%
	5	15	2	3	63	10	90	1	6	0	1	32	5	44
	A	B	C	D	E	F	G	A	B	C	D	E	F	G
NET	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
	14	52	5	9	244	43	349	14	52	5	9	244	43	349
	A	B	C	D	E	F	G	A	B	C	D	E	F	G
	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Which locations concern you most when it comes to the speeds people drive and safety? by Race/Ethnicity Categories
 sample size = 349; 95% confidence level; Column comparison symbols: A, B, C... (confidence level >= 95%); No test symbol: -; Not significant symbol:

Column % Count Column Comparisons	Other	Asian/Asian American	Black/African American	Hispanic	White	Prefer not to say	NET
Streets that connect to freeways - Not at all concerned	57% 8	40% 21	80% 4	33% 3	31% 75	51% 22	36% 125
Streets that connect to freeways - Slightly concerned	7% 1	17% 9	0% 0	0% 0	20% 49	26% 11	20% 69
Streets that connect to freeways - Somewhat concerned	21% 3	19% 10	20% 1	44% 4	23% 57	7% 3	21% 74
Streets that connect to freeways - Very concerned	0% 0	4% 2	0% 0	11% 1	16% 40	12% 5	13% 46
Streets that connect to freeways - Extremely concerned	14% 2	19% 10	0% 0	11% 1	9% 23	5% 2	10% 35
Two-lane streets (streets with one lane for each direction) - Not at all concerned	43% 6 D	27% 14	20% 1	11% 1	18% 44	33% 14	21% 75
Two-lane streets (streets with one lane for each direction) - Slightly concerned	21% 3	23% 12	20% 1	22% 2	21% 51	23% 10	22% 76
Two-lane streets (streets with one lane for each direction) - Somewhat concerned	21% 3	19% 10	40% 2	22% 2	29% 71	21% 9	27% 93
Two-lane streets (streets with one lane for each direction) - Very concerned	7% 1	13% 7	20% 1	44% 4	23% 57	21% 9	21% 73
Two-lane streets (streets with one lane for each direction) - Extremely concerned	7% 1 E F	17% 9	0% 0	0% 0	9% 21	2% 1	9% 32
Multi-lane streets - Not at all concerned	50% 7	37% 19	60% 3	33% 3	23% 57	35% 15	28% 96
	14%	13%	0%	11%	16%	26%	17%

Average Column Comparisons	Other	Asian/Asian American	Black/African American	Hispanic	White	Prefer not to say	NET
Streets without sidewalks	2.9	3.0	3.2	3.6	3.3	2.9	3.2
Streets with bike lanes	2.1	3.1	2.4	3.4	3.2	2.8	3.1
Two-lane streets (streets with one lane for each direction)	2.1	2.7	2.6	3.0	2.8	2.4	2.7
Multi-lane streets	2.4	2.6	2.0	3.1	2.8	2.2	2.7
Streets with sidewalks	2.1	2.8	1.8	2.9	2.8	2.3	2.7
Streets that connect to freeways	2.1	2.4	1.4	2.7	2.5	1.9	2.4
SUM	13.7	16.6	13.4	18.7	17.5	14.5	16.9
Column Names	A	B	C	D	E	F	G

Numeric - Please rate your concern about speed-related issues for each of these types of streets. by Race/Ethnicity Categories
 sample size = 349; 95% confidence level; Column comparison symbols: A, B, C... (confidence level >= 95%); No test symbol: -; Not significant symbol:

Column % Count Column Names Column Comparisons	First								Second						
	Other	Asian/Asian American	Black/African American	Hispanic	White	Prefer not to say	NET	Other	Asian/Asian American	Black/African American	Hispanic	White	Prefer not to say	NET	
	79%	50%	60%	67%	59%	56%	58%	14%	40%	40%	33%	36%	37%	36%	
	11	26	3	6	143	24	201	2	21	2	3	87	16	125	
Streets where many or serious crashes have happened before	A	B	C	D	E	F	G	A	B	C	D	E	F	G	
Streets signed for higher speeds, such as 40 mph	0%	4%	0%	0%	4%	5%	4%	7%	13%	0%	0%	10%	7%	10%	
	0	2	0	0	10	2	14	1	7	0	0	24	3	34	
	A	B	C	D	E	F	G	A	B	C	D	E	F	G	
Streets next to places where lots of people walk or bike	21%	46%	40%	33%	37%	40%	38%	79%	46%	60%	67%	55%	56%	54%	
	3	24	2	3	91	17	134	11	24	3	6	133	24	190	
	A	B	C	D	E	F	G	A	B	C	D	E	F	G	
NET	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
	14	52	5	9	244	43	349	14	52	5	9	244	43	349	
	A	B	C	D	E	F	G	A	B	C	D	E	F	G	
	-	-	-	-	-	-	-	-	-	-	-	-	-	-	

When deciding where to slow down traffic, which factors should be the top priority? by Race/Ethnicity Categories
 sample size = 349; 95% confidence level; Column comparison symbols: A, B, C... (confidence level >= 95%); No test symbol: -; Not significant symbol:

Column % Count Column Comparisons	Other	Asian/Asian American	Black/African American	Hispanic	White	Prefer not to say	NET
	14%	21%	60%	11%	14%	23%	16%
Much too slow	2	11	3	1	34	10	55
			A D				
Somewhat too slow	29%	19%	20%	11%	17%	23%	19%
	4	10	1	1	42	10	65
							-
About right	50%	40%	20%	44%	50%	40%	48%
	7	21	1	4	123	17	169
							-
Somewhat too fast	7%	10%	0%	11%	11%	7%	10%
	1	5	0	1	26	3	34
							-
Much too fast	0%	10%	0%	22%	8%	7%	7%
	0	5	0	2	19	3	26
			A				-
NET	100%	100%	100%	100%	100%	100%	100%
	14	52	5	9	244	43	349
	-	-	-	-	-	-	-
Column Names	A	B	C	D	E	F	G

In general, do you think the speed limits along higher speed streets in Bellevue are... by Race/Ethnicity Categories

sample size = 349; 95% confidence level; Column comparison symbols: A, B, C... (confidence level >= 95%); No test symbol: -; Not significant symbol:

Average Column Comparisons	Other	Asian/Asian American	Black/African American	Hispanic	White	Prefer not to say	NET
Column Names	A	B	C	D	E	F	G
Numeric - In general, do you think the speed limits along higher speed streets in Bellevue are...	2.5	2.7	1.6	3.2 C	2.8	2.5	2.7
							-

Numeric - In general, do you think the speed limits along higher speed streets in Bellevue are... by Race/Ethnicity Categories
 sample size = 349; 95% confidence level; Column comparison symbols: A, B, C... (confidence level >= 95%); No test symbol: -; Not significant symbol:

Column % Count Column Comparisons	Other	Asian/Asian American	Black/African American	Hispanic	White	Prefer not to say	NET
	0%	4%	0%	0%	2%	0%	2%
I do not typically do this	0	2	0	0	5	0	7
1-2 days per month	0%	8%	0%	11%	3%	0%	3%
	0	4	0	1	8	0	11
			F				
About 1 day per week	7%	4%	0%	22%	9%	7%	8%
	1	2	0	2	21	3	27
			B				
2-3 days per week	7%	12%	20%	0%	14%	23%	15%
	1	6	1	0	35	10	53
4-6 days per week	14%	31%	40%	33%	23%	16%	23%
	2	16	2	3	55	7	80
			E				
Nearly every day	71%	42%	40%	33%	49%	53%	49%
	10	22	2	3	120	23	171
	B						
NET	100%	100%	100%	100%	100%	100%	100%
	14	52	5	9	244	43	349
	-	-	-	-	-	-	-
Column Names	A	B	C	D	E	F	G

In a typical month, how often do you drive on streets with a speed limit of 30 mph or greater? by Race/Ethnicity Categories

sample size = 349; 95% confidence level; Column comparison symbols: A, B, C... (confidence level >= 95%); No test symbol: -; Not significant symbol:

Column % Count	Other	Asian/Asian American	Black/ African American	Hispanic	White	Prefer not to say	NET
Column Comparisons	0%	4%	0%	0%	4%	5%	4%
Very unsafe	0	2	0	0	9	2	13
Somewhat unsafe	0%	10%	0%	11%	11%	2%	10%
	0	5	0	1	27	1	33
Neutral	7%	16%	0%	22%	17%	23%	17%
	1	8	0	2	41	10	58
Somewhat safe	14%	22%	40%	11%	22%	9%	20%
	2	11	2	1	52	4	70
Very safe	79%	48%	60%	56%	46%	60%	49%
	11	24	3	5	110	26	168
NET	100%	100%	100%	100%	100%	100%	100%
	14	50	5	9	239	43	342
Column Names	A	B	C	D	E	F	G

How safe do you feel driving along streets with a speed limit of 30 mph or greater? by Race/Ethnicity Categories

sample size = 342; total sample size = 349; 7 missing; 95% confidence level; Column comparison symbols: A, B, C... (confidence level >= 95%); No test symbol: -; Not significant symbol:

Average Column Comparisons	Other	Asian/Asian American	Black/African American	Hispanic	White	Prefer not to say	NET
Column Names	A	B	C	D	E	F	G
Numeric - How safe do you feel driving along streets with a speed limit of 30 mph or greater?	4.7 B E F	4.0	4.6	4.1	3.9	4.2	4.0
							-

Numeric - How safe do you feel driving along streets with a speed limit of 30 mph or greater? by Race/Ethnicity Categories
 sample size = 342; total sample size = 349; 7 missing; 95% confidence level; Column comparison symbols: A, B, C... (confidence level >= 95%); No test symbol: -; Not significant symbol:

Column % Count Column Comparisons	Other	Asian/Asian American	Black/African American	Hispanic	White	Prefer not to say	NET
	79%	63%	100%	67%	72%	84%	72%
I do not typically do this	11	33	5	6	175	36	253
	0%	13%	0%	22%	10%	7%	10%
1-2 days per month	0	7	0	2	25	3	36
	7%	8%	0%	11%	5%	2%	5%
About 1 day per week	1	4	0	1	12	1	17
	14%	6%	0%	0%	7%	0%	6%
2-3 days per week	2	3	0	0	17	0	20
	F						-
	0%	6%	0%	0%	3%	5%	3%
4-6 days per week	0	3	0	0	7	2	12
	0%	4%	0%	0%	3%	2%	3%
Nearly every day	0	2	0	0	8	1	11
	100%	100%	100%	100%	100%	100%	100%
NET	14	52	5	9	244	43	349
	-	-	-	-	-	-	-
Column Names	A	B	C	D	E	F	G

In a typical month, how often do you bike on streets with a speed limit of 30 mph or greater? by Race/Ethnicity Categories

sample size = 349; 95% confidence level; Column comparison symbols: A, B, C... (confidence level >= 95%); No test symbol: -; Not significant symbol:

Column % Count	Other	Asian/Asian American	Black/African American	Hispanic	White	Prefer not to say	NET
Column Comparisons							
Very unsafe	0%	37%	NaN	67%	41%	14%	36%
Very unsafe	0	7	0	2	28	1	35
Somewhat unsafe	67%	26%	NaN	33%	17%	43%	23%
Somewhat unsafe	2	5	0	1	12	3	22
Neutral	E		-				-
Neutral	0%	11%	NaN	0%	9%	0%	8%
Neutral	0	2	0	0	6	0	8
Somewhat safe	33%	0%	NaN	0%	16%	0%	11%
Somewhat safe	1	0	0	0	11	0	11
Very safe	B		-				-
Very safe	0%	26%	NaN	0%	17%	43%	21%
Very safe	0	5	0	0	12	3	20
NET	100%	100%	NaN	100%	100%	100%	100%
NET	3	19	0	3	69	7	96
Column Names	A	B	C	D	E	F	G

How safe do you feel biking along streets with a speed limit of 30 mph or greater? by Race/Ethnicity Categories

sample size = 96; total sample size = 349; 253 missing; 95% confidence level; Column comparison symbols: A, B, C... (confidence level >= 95%); No test symbol: -; Not significant symbol:

Average Column Comparisons	Other	Asian/Asian American	Black/African American	Hispanic	White	Prefer not to say	NET
Column Names	A	B	C	D	E	F	G
Numeric - How safe do you feel biking along streets with a speed limit of 30 mph or greater?	2.7	2.5	NaN	1.3	2.5	3.1	2.6
			-			-	

Numeric - How safe do you feel biking along streets with a speed limit of 30 mph or greater? by Race/Ethnicity Categories
 sample size = 96; total sample size = 349; 253 missing; 95% confidence level; Column comparison symbols: A, B, C... (confidence level >= 95%); No test symbol: -; Not significant symbol:

Column % Count Column Comparisons	Other	Asian/Asian American	Black/African American	Hispanic	White	Prefer not to say	NET
	14%	17%	0%	22%	20%	23%	21%
I do not typically do this	2	9	0	2	50	10	72
	21%	8%	60%	0%	20%	21%	18%
1-2 days per month	3	4	3	0	48	9	64
		B D E					-
	7%	19%	0%	0%	12%	7%	12%
About 1 day per week	1	10	0	0	30	3	43
	14%	27%	40%	44%	20%	14%	20%
2-3 days per week	2	14	2	4	50	6	71
		A F					-
	14%	12%	0%	0%	9%	14%	10%
4-6 days per week	2	6	0	0	23	6	36
	29%	17%	0%	33%	18%	21%	18%
Nearly every day	4	9	0	3	43	9	63
	100%	100%	100%	100%	100%	100%	100%
NET	14	52	5	9	244	43	349
	-	-	-	-	-	-	-
Column Names	A	B	C	D	E	F	G

In a typical month, how often do you walk along streets with a speed limit of 30 mph or greater? by Race/Ethnicity Categories

sample size = 349; 95% confidence level; Column comparison symbols: A, B, C... (confidence level >= 95%); No test symbol: -; Not significant symbol:

Column % Count Column Comparisons	Other	Asian/Asian American	Black/African American	Hispanic	White	Prefer not to say	NET
Very unsafe	0%	19%	0%	14%	15%	9%	14%
Very unsafe	0	8	0	1	30	3	39
Somewhat unsafe	42%	23%	20%	57%	26%	15%	25%
Somewhat unsafe	5	10	1	4	51	5	70
Neutral	8%	19%	20%	14%	14%	27%	16%
Neutral	1	8	1	1	28	9	45
Somewhat safe	8%	9%	0%	0%	23%	18%	20%
Somewhat safe	1	4	0	0	44	6	55
Very safe	42%	30%	60%	14%	21%	30%	25%
Very safe	5	13	3	1	41	10	68
NET	100%	100%	100%	100%	100%	100%	100%
NET	12	43	5	7	194	33	277
Column Names	A	B	C	D	E	F	G

How safe do you feel walking along streets with a speed limit of 30 mph or greater? by Race/Ethnicity Categories

sample size = 277; total sample size = 349; 72 missing; 95% confidence level; Column comparison symbols: A, B, C... (confidence level >= 95%); No test symbol: -; Not significant symbol:

Average Column Comparisons	Other	Asian/Asian American	Black/African American	Hispanic	White	Prefer not to say	NET
Column Names	A	B	C	D	E	F	G
Numeric - How safe do you feel walking along streets with a speed limit of 30 mph or greater?	3.5	3.1	4.0	2.4	3.1	3.5	3.2
			D				-

Numeric - How safe do you feel walking along streets with a speed limit of 30 mph or greater? by Race/Ethnicity Categories
 sample size = 277; total sample size = 349; 72 missing; 95% confidence level; Column comparison symbols: A, B, C... (confidence level >= 95%); No test symbol: -; Not significant symbol:

Column % Count Column Comparisons	Other	Asian/Asian American	Black/African American	Hispanic	White	Prefer not to say	NET	
Improve the quality of life for people who live along the street - Strongly disagree	29% 4	27% 14	20% 1	11% 1	18% 43	23% 10	20% 69	
Improve the quality of life for people who live along the street - Somewhat disagree	14% 2	8% 4	20% 1	11% 1	12% 30	19% 8	13% 44	
Improve the quality of life for people who live along the street - Neutral	14% 2	15% 8	40% 2	22% 2	15% 36	28% 12	17% 60	
Improve the quality of life for people who live along the street - Somewhat agree	29% 4	25% 13	0% 0	22% 2	29% 71	14% 6	26% 90	
Improve the quality of life for people who live along the street - Strongly agree	14% 2	25% 13	20% 1	33% 3	26% 64	16% 7	25% 86	
Improve the safety or comfort for people walking along or across the street - Strongly disagree	36% 5	27% 14	40% 2	11% 1	15% 37	33% 14	19% 68	
Improve the safety or comfort for people walking along or across the street - Somewhat disagree	21% 3	12% 6	20% 1	11% 1	12% 29	14% 6	12% 42	
Improve the safety or comfort for people walking along or across the street - Neutral	7% 1	13% 7	20% 1	0% 0	19% 46	21% 9	18% 64	
Improve the safety or comfort for people walking along or across the street - Somewhat agree	21% 3	21% 11	0% 0	56% 5	30% 72	16% 7	27% 93	
Improve the safety or comfort for people walking along or across the street - Strongly agree	14% 2	27% 14	20% 1	22% 2	25% 60	16% 7	23% 82	
Improve the safety or comfort for people biking along or across the street - Strongly disagree	36% 5	13% 7	40% 2	11% 1	14% 35	23% 10	16% 56	
	B	21%	19%	0%	0%	13%	9%	13%

Average Column Comparisons	Other	Asian/Asian American	Black/African American	Hispanic	White	Prefer not to say	NET
Improve the quality of life for people who live along the street	2.9	3.1	2.8	3.6	3.3	2.8	3.2
Improve the safety or comfort for people walking along or across the street	2.6	3.1	2.4	3.7	3.4	2.7	3.2
Improve the safety or comfort for people biking along or across the street	2.5	3.3	2.6	3.8	3.4	3.0	3.3
Improve the safety or comfort for drivers entering and exiting the street	2.1	3.0	2.2	3.2	3.1	2.9	3.0
Increase delays and congestion	4.1	3.8	4.8	3.9	3.7	4.3	3.8
Increase frustration for people driving	4.3	3.9	5.0	3.3	4.0	4.5	4.0
Increase aggressive driving behavior	3.6	3.2	4.0	3.4	3.6	3.9	3.6
Increase the number of people ignoring the speed limit	4.2	3.9	4.4	4.1	4.1	4.3	4.1
SUM	26.4	27.3	28.2	29.0	28.5	28.3	28.3
Column Names	A	B	C	D	E	F	G

Numeric - Agreement with possible outcomes of reducing speed limits along some higher-speed streets. by Race/Ethnicity Categories
 sample size = 349; 95% confidence level; Column comparison symbols: A, B, C... (confidence level >= 95%); No test symbol: -; Not significant symbol:

Column % Count Column Comparisons	Other	Asian/Asian American	Black/ African American	Hispanic	White	Prefer not to say	NET
I think most drivers will follow the lower speed limits	29% 4	21% 11	0% 0	44% 4	26% 64	28% 12	26% 91
I think most drivers will ignore the lower speed limits	71% 10	79% 41	100% 5	56% 5	74% 180	72% 31	74% 258
NET	100% 14	100% 52	100% 5	100% 9	100% 244	100% 43	100% 349
Column Names	A	B	C	D	E	F	G

If speed limits are lowered, do you think most drivers will follow the lower speed limits or ignore them? by Race/Ethnicity Categories
 sample size = 349; 95% confidence level; Column comparison symbols: A, B, C... (confidence level >= 95%); No test symbol: -; Not significant symbol:

Column % Count Column Comparisons	Other	Asian/Asian American	Black/African American	Hispanic	White	Prefer not to say	NET
	43%	58%	40%	67%	70%	53%	66%
I will follow the lower speed limits	6	30	2	6	170	23	231
				F			-
I will ignore the lower speed limits	57%	42%	60%	33%	30%	47%	34%
	8	22	3	3	74	20	118
				E			-
	100%	100%	100%	100%	100%	100%	100%
NET	14	52	5	9	244	43	349
	-	-	-	-	-	-	-
Column Names	A	B	C	D	E	F	G

If speed limits are lowered, will you follow the lower speed limits or ignore them? by Race/Ethnicity Categories
 sample size = 349; 95% confidence level; Column comparison symbols: A, B, C... (confidence level >= 95%); No test symbol: -; Not significant symbol:

Column % Count	Other	Asian/Asian American	Black/African American	Hispanic	White	Prefer not to say	NET
Column Comparisons							
Strongly oppose	57%	42%	80%	22%	36%	56%	40%
Strongly oppose	8	22	4	2	88	24	140
			D			E	-
Somewhat oppose	14%	19%	0%	11%	16%	7%	15%
Somewhat oppose	2	10	0	1	40	3	54
			-			-	
Neutral	14%	0%	0%	33%	11%	12%	10%
Neutral	2	0	0	3	27	5	34
	B			B E	B	B	-
Somewhat support	7%	15%	20%	11%	14%	12%	14%
Somewhat support	1	8	1	1	34	5	48
						-	
Strongly support	7%	23%	0%	22%	23%	14%	21%
Strongly support	1	12	0	2	55	6	73
						-	
NET	100%	100%	100%	100%	100%	100%	100%
NET	14	52	5	9	244	43	349
	-	-	-	-	-	-	-
Column Names	A	B	C	D	E	F	G

To improve road safety in Bellevue, would you support reducing speed limits, even if it meant an increase in travel times? by Race/Ethnicity Categories
 sample size = 349; 95% confidence level; Column comparison symbols: A, B, C... (confidence level >= 95%); No test symbol: -; Not significant symbol:

Average Column Comparisons	Other	Asian/Asian American	Black/African American	Hispanic	White	Prefer not to say	NET
Numeric - To improve road safety in Bellevue, would you support reducing speed limits, even if it meant an increase in travel times?	1.9	2.6	1.6	3.0	2.7	2.2	2.6
Column Names	A	B	C	D	E	F	G

Numeric - To improve road safety in Bellevue, would you support reducing speed limits, even if it meant an increase in travel times? by Race/Ethnicity Categories
 sample size = 349; 95% confidence level; Column comparison symbols: A, B, C... (confidence level >= 95%); No test symbol: -; Not significant symbol:

Column %		Asian/Asian American		Black/African American		Hispanic		White		Prefer not to say		NET	
Column Comparisons	Count	Other	Asian/Asian American	Black/African American	Hispanic	White							
Strongly disagree 0		21%	12%	20%	11%	7%	9%	9%					
		3	6	1	1	18	4	31					
		E											
1		0%	6%	0%	0%	2%	5%	3%					
		0	3	0	0	4	2	9					
2		0%	2%	0%	0%	2%	0%	2%					
		0	1	0	0	6	0	7					
3		14%	0%	0%	0%	2%	0%	2%					
		2	0	0	0	4	0	6					
		B E F											
4		7%	2%	0%	0%	1%	7%	2%					
		1	1	0	0	3	3	7					
		E				E							
5		14%	10%	0%	11%	8%	19%	9%					
		2	5	0	1	19	8	31					
		E				E							
6		0%	0%	20%	0%	2%	5%	2%					
		0	0	1	0	5	2	7					
		B											
7		0%	2%	0%	0%	2%	12%	3%					
		0	1	0	0	5	5	11					
		E				E							
8		7%	4%	20%	0%	9%	2%	7%					
		1	2	1	0	21	1	26					
9		14%	6%	0%	11%	6%	5%	6%					
		2	3	0	1	15	2	22					
Strongly agree 10		21%	58%	40%	67%	59%	37%	55%					
		3	30	2	6	144	16	192					
		A F		A	A F								
		100%	100%	100%	100%	100%	100%	100%					

Column % Count	Other	Asian/Asian American	Black/ African American	Hispanic	White	Prefer not to say	NET
Column Comparisons							
Strongly disagree	21% 3 E	17% 9	20% 1	11% 1	9% 22	14% 6	11% 40
Somewhat disagree	21% 3 B E	4% 2	0% 0	0% 0	5% 13	7% 3	6% 20
Neutral	14% 2	10% 5	0% 0	11% 1	8% 19	19% 8	9% 31
					E		-
Somewhat agree	7% 1	6% 3	40% 2	0% 0	13% 31	19% 8	13% 44
			B D				-
Strongly agree	36% 5	63% 33	40% 2	78% 7	65% 159	42% 18	61% 214
		F		A F	A F		-
NET	100% 14	100% 52	100% 5	100% 9	100% 244	100% 43	100% 349
	-	-	-	-	-	-	-
Column Names	A	B	C	D	E	F	G

CONDENSED Saving a few minutes on the road is never worth risking someone's life. 2 by Race/Ethnicity Categories

sample size = 349; 95% confidence level; Column comparison symbols: A, B, C... (confidence level >= 95%); No test symbol: -; Not significant symbol:

Average Column Comparisons	Other	Asian/Asian American	Black/African American	Hispanic	White	Prefer not to say	NET
Column Names	A	B	C	D	E	F	G
Numeric - Saving a few minutes on the road is never worth risking someone's life.	5.4	7.4	6.8	8.2	8.0	6.7	7.6
				A F			-

Numeric - Saving a few minutes on the road is never worth risking someone's life. by Race/Ethnicity Categories
 sample size = 349; 95% confidence level; Column comparison symbols: A, B, C... (confidence level >= 95%); No test symbol: -; Not significant symbol:

Column % Count Column Comparisons	Other	Asian/Asian American	Black/ African American	Hispanic	White	Prefer not to say	NET
Adding speed cushions, speed bumps, or speed tables - Very ineffective	29% 4	23% 12	20% 1	22% 2	15% 36	33% 14	19% 65
Adding speed cushions, speed bumps, or speed tables - Somewhat ineffective	21% 3	13% 7	20% 1	22% 2	14% 33	12% 5	14% 48
Adding speed cushions, speed bumps, or speed tables - Neutral	7% 1	19% 10	40% 2	0% 0	11% 27	16% 7	13% 44
Adding speed cushions, speed bumps, or speed tables - Somewhat effective	36% 5	27% 14	0% 0	44% 4	38% 92	19% 8	34% 118
Adding speed cushions, speed bumps, or speed tables - Very effective	7% 1	17% 9	20% 1	11% 1	23% 56	21% 9	21% 74
Adding median islands - Very ineffective	7% 1	12% 6	0% 0	11% 1	9% 23	23% 10	11% 39
Adding median islands - Somewhat ineffective	14% 2	17% 9	0% 0	11% 1	8% 19	5% 2	9% 31
Adding median islands - Neutral	21% 3	21% 11	0% 0	11% 1	15% 36	14% 6	16% 56
Adding median islands - Somewhat effective	36% 5	21% 11	40% 2	22% 2	48% 117	33% 14	41% 144
Adding median islands - Very effective	21% 3	29% 15	60% 3	44% 4	20% 49	26% 11	23% 79
Adding radar speed feedback signs - Very ineffective	36% 5	27% 14	20% 1	11% 1	17% 41	23% 10	19% 68
	7%	8%	0%	44%	18%	19%	16%

Average Column Comparisons	Other	Asian/Asian American	Black/African American	Hispanic	White	Prefer not to say	NET
Adding speed cushions, speed bumps, or speed tables	2.7	3.0	2.8	3.0	3.4 F	2.8	3.3
Adding median islands	3.5	3.4	4.6	3.8	3.6	3.3	3.6
Adding radar speed feedback signs	2.8	3.1	3.4	2.7	3.2	2.8	3.1
Adding speed cameras	3.0	2.9	2.2	2.8	3.4 B F	2.7	3.3
Reducing lane widths or repurposing underutilized lanes to add sidewalks or bike lanes	3.0	3.3 F	4.4	4.3 A F	3.3 F	2.8	3.3
Reducing lane widths or repurposing underutilized lanes to add on-street parking	2.7	2.3	3.0	2.6	2.7	2.3	2.6
SUM	17.7	18.1	20.4	19.1	19.6 F	16.7	19.0
Column Names	A	B	C	D	E	F	G

Numeric - Effectiveness of Traffic Calming Measures by Race/Ethnicity Categories
 sample size = 349; 95% confidence level; Column comparison symbols: A, B, C... (confidence level >= 95%); No test symbol: -; Not significant symbol:

Column % Count Column Comparisons	Other	Asian/Asian American	Black/African American	Hispanic	White	Prefer not to say	NET
Installing raised crosswalks - Very ineffective	29%	12%	0%	11%	8%	16%	10%
	4	6	0	1	20	7	36
	E						-
Installing raised crosswalks - Somewhat ineffective	7%	4%	0%	0%	8%	14%	8%
	1	2	0	0	20	6	28
							-
Installing raised crosswalks - Neutral	21%	23%	0%	11%	15%	23%	17%
	3	12	0	1	37	10	59
							-
Installing raised crosswalks - Somewhat effective	36%	37%	100%	56%	47%	26%	44%
	5	19	5	5	115	11	154
		A B F			F		-
Installing raised crosswalks - Very effective	7%	25%	0%	22%	21%	21%	21%
	1	13	0	2	52	9	72
							-
Installing raised intersections - Very ineffective	29%	13%	20%	0%	11%	16%	13%
	4	7	1	0	28	7	45
							-
Installing raised intersections - Somewhat ineffective	14%	17%	40%	0%	9%	19%	12%
	2	9	2	0	22	8	42
		D					-
Installing raised intersections - Neutral	21%	27%	0%	44%	29%	28%	28%
	3	14	0	4	70	12	97
							-
Installing raised intersections - Somewhat effective	36%	25%	20%	44%	36%	21%	32%
	5	13	1	4	88	9	113
							-
Installing raised intersections - Very effective	0%	17%	20%	11%	15%	16%	15%
	0	9	1	1	36	7	52
							-
Implementing turn hardening - Very ineffective	43%	15%	40%	22%	19%	23%	19%
	6	8	2	2	46	10	67
	B						-
	14%	13%	20%	11%	17%	12%	16%

Average Column Comparisons	Other	Asian/Asian American	Black/African American	Hispanic	White	Prefer not to say	NET
Installing raised crosswalks	2.9	3.6	4.0	3.8 A	3.7	3.2	3.6
Installing raised intersections	2.6	3.2	2.8	3.7 A	3.3	3.0	3.2
Implementing turn hardening	2.4	3.3 A	2.6	3.3	3.1	3.0	3.1
Adding curb bulb-outs	2.7	3.4	3.0	3.9	3.3	3.0	3.3
Reducing turning radii	2.2	3.0	3.4	2.9	3.0	3.0	3.0
Using speed cameras	2.5	2.8	2.0	2.8 B F	3.3	2.4	3.1
SUM	15.3 A	19.3	17.8	20.3 A	19.7	17.7	19.3
Column Names	A	B	C	D	E	F	G

Numeric - Effectiveness of Intersection Safety Improvements by Race/Ethnicity Categories

sample size = 349; 95% confidence level; Column comparison symbols: A, B, C... (confidence level >= 95%); No test symbol: -; Not significant symbol:

Column % Count Column Comparisons	Other	Asian/Asian American	Black/African American	Hispanic	White	Prefer not to say	NET
Slower speeds save lives. - Very ineffective	36% 5	23% 12	20% 1	11% 1	18% 43	23% 10	19% 67
Slower speeds save lives. - Somewhat ineffective	29% 4	17% 9	60% 3	22% 2	14% 33	21% 9	16% 57
Slower speeds save lives. - Neutral	14% 2	27% 14	0% 0	11% 1	25% 61	9% 4	22% 78
Slower speeds save lives. - Somewhat effective	14% 2	19% 10	0% 0	44% 4	30% 73	23% 10	27% 94
Slower speeds save lives. - Very effective	7% 1	13% 7	20% 1	11% 1	14% 34	23% 10	15% 53
Driving just 5 mph slower can mean the difference between life and death in a crash. - Very ineffective	36% 5	21% 11	0% 0	0% 0	13% 32	28% 12	16% 57
Driving just 5 mph slower can mean the difference between life and death in a crash. - Somewhat ineffective	21% 3	19% 10	20% 1	22% 2	16% 40	14% 6	17% 59
Driving just 5 mph slower can mean the difference between life and death in a crash. - Neutral	7% 1	17% 9	40% 2	0% 0	26% 63	30% 13	25% 87
Driving just 5 mph slower can mean the difference between life and death in a crash. - Somewhat effective	36% 5	21% 11	40% 2	44% 4	26% 63	14% 6	24% 85
Driving just 5 mph slower can mean the difference between life and death in a crash. - Very effective	0% 0	21% 11	0% 0	33% 3	19% 46	14% 6	17% 61
Lower speeds make streets safer for everyone, especially kids, seniors, people with disabilities, and people walking or biking - Very ineffective	29% 4	19% 10	20% 1	11% 1	14% 34	26% 11	17% 58
Lower speeds make streets safer for everyone, especially kids, seniors, people with disabilities, and people walking or biking - Somewhat effective	21% E	21% E	20% E	22% E	17% E	14% E	18% E

Average Column Comparisons	Other	Asian/Asian American	Black/African American	Hispanic	White	Prefer not to say	NET
Slower speeds save lives.	2.3	2.8	2.4	3.2	3.1	3.0	3.0
Driving just 5 mph slower can mean the difference between life and death in a crash.	2.4	3.0	3.2	3.9	3.2	2.7	3.1
Lower speeds make streets safer for everyone, especially kids, seniors, people with disabilities, and people walking or biking	2.6	3.1	2.8	3.4	3.2	2.9	3.1
Speeding might save a minute, but it could cost a life.	2.4	3.2	2.4	3.3	3.3	3.0	3.2
Reducing speed limits prevents deaths and serious injuries in crashes.	2.5	3.0	2.8	3.2	3.0	2.7	3.0
Bellevue's streets should feel safe for everyone.	2.9	3.8	3.2	3.4	3.5	3.0	3.5
SUM	15.2	18.9	16.8	20.6	19.3	17.5	18.9

Column Names	A	B	C	D	E	F	G
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Numeric - Effectiveness of messaging on why lowering speeds improves safety by Race/Ethnicity Categories
 sample size = 349; 95% confidence level; Column comparison symbols: A, B, C... (confidence level >= 95%); No test symbol: -; Not significant symbol:

Column Comparisons	Column %	Other	Asian/Asian American	Black/African American	Hispanic	White	Prefer not to say	NET
	Count							
City webpage (BellevueWA.gov)	29%	38%	60%	67%	41%	56%	42%	
	4	20	3	6	100	24	148	
Flyers mailed to residents	57%	40%	60%	44%	51%	49%	50%	
	8	21	3	4	124	21	173	
Bellevue's project team attending community events (e.g., local farmers mar	29%	27%	40%	22%	16%	33%	20%	
	4	14	2	2	38	14	69	
City of Bellevue newsletters (e.g., It's Your City, Neighborhood News, etc.)	36%	42%	40%	44%	50%	47%	48%	
	5	22	2	4	122	20	169	
Email list	43%	27%	20%	56%	32%	23%	30%	
	6	14	1	5	79	10	105	
Posters displayed in local businesses and community spaces (e.g., coffee shop)	21%	23%	60%	33%	21%	26%	23%	
	3	12	3	3	51	11	80	
Yard signs	7%	10%	0%	11%	13%	16%	13%	
	1	5	0	1	31	7	45	
Social media posts (e.g., Facebook, X, Bluesky, Nextdoor, Instagram)	43%	58%	80%	44%	50%	63%	53%	
	6	30	4	4	121	27	184	
Through your community association	21%	13%	20%	0%	10%	26%	13%	
	3	7	1	0	24	11	45	
Local news coverage (TV, radio, newspapers, online news articles)	50%	38%	80%	67%	43%	51%	44%	
	7	20	4	6	104	22	154	
Other (please specify)	7%	10%	0%	11%	6%	12%	7%	
	1	5	0	1	15	5	24	
	86%	94%	100%	100%	93%	98%	94%	

Column % Count Column Comparisons		Other	Asian/Asian American	Black/African American	Hispanic	White	Prefer not to say	NET
City webpage		29%	38%	60%	67%	41%	56%	42%
		4	20	3	6	100	24	148
Flyers mailed to residents		57%	40%	60%	44%	51%	49%	50%
		8	21	3	4	124	21	173
Bellevue's project team attending community events		29%	27%	40%	22%	16%	33%	20%
		4	14	2	2	38	14	69
City of Bellevue newsletters		36%	42%	40%	44%	50%	47%	48%
		5	22	2	4	122	20	169
Email list		43%	27%	20%	56%	32%	23%	30%
		6	14	1	5	79	10	105
Posters displayed in local businesses and community spaces		21%	23%	60%	33%	21%	26%	23%
		3	12	3	3	51	11	80
Yard signs		7%	10%	0%	11%	13%	16%	13%
		1	5	0	1	31	7	45
Social media posts		43%	58%	80%	44%	50%	63%	53%
		6	30	4	4	121	27	184
Through your community association		21%	13%	20%	0%	10%	26%	13%
		3	7	1	0	24	11	45
Local news coverage		50%	38%	80%	67%	43%	51%	44%
		7	20	4	6	104	22	154
Other		7%	10%	0%	11%	6%	12%	7%
		1	5	0	1	15	5	24
		14%	6%	0%	0%	7%	2%	6%

Column % Count	Other	Asian/Asian American	Black/ African American	Hispanic	White	Prefer not to say	NET
Column Comparisons							
18-34	29%	37%	20%	22%	18%	21%	21%
	4	19	1	2	45	9	73
		E					-
35-54	43%	48%	80%	78%	34%	40%	38%
	6	25	4	7	82	17	131
		E		F			-
55-64	14%	10%	0%	0%	18%	19%	17%
	2	5	0	0	44	8	58
							-
65+	14%	6%	0%	0%	30%	21%	25%
	2	3	0	0	73	9	87
				B	B		-
NET	100%	100%	100%	100%	100%	100%	100%
	14	52	5	9	244	43	349
	-	-	-	-	-	-	-
Column Names	A	B	C	D	E	F	G

Age Categories by Race/Ethnicity Categories

sample size = 349; 95% confidence level; Column comparison symbols: A, B, C... (confidence level >= 95%); No test symbol: -; Not significant symbol:

Column % Count Column Comparisons	Other	Asian/Asian American	Black/African American	Hispanic	White	Prefer not to say	NET
	50%	25%	60%	67%	48%	30%	42%
Female	7	13	3	6	117	13	148
				B F	B F		-
Other gender identity	7%	6%	0%	0%	2%	5%	3%
	1	3	0	0	4	2	10
							-
Male	43%	69%	40%	33%	49%	14%	48%
	6	36	2	3	120	6	166
	F	D E F			F		-
Prefer not to say	0%	0%	0%	0%	1%	51%	7%
	0	0	0	0	3	22	25
					A B C D E		-
NET	100%	100%	100%	100%	100%	100%	100%
	14	52	5	9	244	43	349
	-	-	-	-	-	-	-
Column Names	A	B	C	D	E	F	G

Gender by Race/Ethnicity Categories

sample size = 349; 95% confidence level; Column comparison symbols: A, B, C... (confidence level >= 95%); No test symbol: -; Not significant symbol:

Column % Count Column Comparisons	Other	Asian/Asian American	Black/African American	Hispanic	White	Prefer not to say	NET
	7%	19%	40%	11%	23%	19%	21%
Less than 5 years	1	10	2	1	56	8	73
	14%	17%	0%	33%	12%	12%	13%
5 to less than 10 years	2	9	0	3	30	5	44
	7%	17%	40%	11%	12%	19%	14%
10 to less than 15 years	1	9	2	1	29	8	49
	E						
	7%	13%	0%	0%	5%	5%	7%
15 to less than 20 years	1	7	0	0	13	2	23
	E						
	64%	33%	20%	44%	48%	47%	46%
20 years or longer	9	17	1	4	116	20	160
	B						
	100%	100%	100%	100%	100%	100%	100%
NET	14	52	5	9	244	43	349
	-	-	-	-	-	-	-
Column Names	A	B	C	D	E	F	G

How many years have you lived in the City of Bellevue? by Race/Ethnicity Categories

sample size = 349; 95% confidence level; Column comparison symbols: A, B, C... (confidence level >= 95%); No test symbol: -; Not significant symbol:

Column % Count	Other	Asian/Asian American	Black/ African American	Hispanic	White	Prefer not to say	NET
Column Comparisons							
Own	57%	71%	60%	89%	68%	58%	66%
	8	37	3	8	165	25	231
Rent	14%	21%	40%	0%	27%	21%	26%
	2	11	2	0	66	9	89
Something else	14%	6%	0%	0%	4%	0%	4%
	2	3	0	0	10	0	14
Prefer not to say	14%	2%	0%	11%	1%	21%	4%
	2	1	0	1	3	9	15
NET	B E			E	B E	-	-
	100%	100%	100%	100%	100%	100%	100%
	14	52	5	9	244	43	349
-							
Column Names	A	B	C	D	E	F	G

Do you own or rent your residence? by Race/Ethnicity Categories

sample size = 349; 95% confidence level; Column comparison symbols: A, B, C... (confidence level >= 95%); No test symbol: -; Not significant symbol:

Column % Count	Other	Asian/Asian American	Black/ African American	Hispanic	White	Prefer not to say	NET
Column Comparisons							
Single-family home	50%	58%	60%	56%	64%	47%	61%
	7	30	3	5	157	20	212
Multi-family home	29%	42%	20%	22%	34%	26%	34%
	4	22	1	2	82	11	117
Something else	14%	0%	0%	11%	1%	0%	1%
	2	0	0	1	2	0	3
Prefer not to say	B E F		B E F				-
	7%	0%	20%	11%	1%	28%	5%
NET	1	0	1	1	3	12	17
	B E		B	B E	B E	B E	-
NET		100%	100%	100%	100%	100%	100%
NET		14	52	5	9	244	43
NET		-	-	-	-	-	-
Column Names	A	B	C	D	E	F	G

Dwelling Type by Race/Ethnicity Categories

sample size = 349; 95% confidence level; Column comparison symbols: A, B, C... (confidence level >= 95%); No test symbol: -; Not significant symbol:

Column % Count Column Comparisons	Other	Asian/Asian American	Black/African American	Hispanic	White	Prefer not to say	NET
Yes	14%	8%	20%	0%	16%	5%	13%
	2	4	1	0	38	2	44
No	86%	88%	80%	100%	83%	63%	82%
	12	46	4	9	202	27	285
	F			F	F		-
Don't know	0%	4%	0%	0%	0%	0%	1%
	0	2	0	0	1	0	3
	E						-
Prefer not to say	0%	0%	0%	0%	1%	33%	5%
	0	0	0	0	3	14	17
				A B D E			-
NET	100%	100%	100%	100%	100%	100%	100%
	14	52	5	9	244	43	349
	-	-	-	-	-	-	-
Column Names	A	B	C	D	E	F	G

Do you consider yourself to be a person with a disability? by Race/Ethnicity Categories

sample size = 349; 95% confidence level; Column comparison symbols: A, B, C... (confidence level >= 95%); No test symbol: -; Not significant symbol:

Column % Count Column Comparisons	Other	Asian/Asian American	Black/ African American	Hispanic	White	Prefer not to say	NET
Yes, I speak a language other than English	29% 4	75% 39 A C E F	0% 0	67% 6 A C E F	22% 53	21% 9	30% 105
Yes, someone else in my household speaks a language other than English	29% 4	23% 12 E F	40% 2 F	44% 4	17% 42 B F	9% 4	17% 61
No, no one speaks a language other than English	50% 7 B	19% 10 B	60% 3	22% 2	65% 159 A B D E	33% 14	53% 186
Prefer not to say	7% 1 B	0% 0 -	0% 0	0% 0	3% 7 -	40% 17	7% 25 -
NET	100% 14	100% 52	100% 5	100% 9	100% 244	100% 43	100% 349
Column Names	A	B	C	D	E	F	G

Do you or anyone in your household speak any languages other than English? by Race/Ethnicity Categories
 sample size = 349; 95% confidence level; Column comparison symbols: A, B, C... (confidence level >= 95%); No test symbol: -; Not significant symbol:

Column %		Other	Asian/Asian American	Black/African American	Hispanic	White	Prefer not to say	NET
Count	Column Comparisons							
Cantonese/Chinese/Mandarin	0%	38%	0%	11%	4%	0%	8%	
	0	20	0	1	9	0	28	
	A D E F		F					
French (including Patois, Cajun)	0%	4%	0%	11%	5%	2%	4%	
	0	2	0	1	11	1	14	
	-		-					
Hindi	0%	10%	0%	0%	0%	0%	1%	
	0	5	0	0	0	0	5	
	E F		-					
Japanese	0%	4%	0%	0%	2%	2%	2%	
	0	2	0	0	5	1	8	
	-		-					
Korean	0%	4%	0%	0%	0%	0%	1%	
	0	2	0	0	0	0	2	
	E		-					
Persian	0%	0%	0%	0%	1%	0%	1%	
	0	0	0	0	3	0	3	
	-		-					
Russian	0%	0%	0%	0%	2%	2%	2%	
	0	0	0	0	6	1	7	
	-		-					
Spanish or Spanish Creole	21%	4%	20%	67%	4%	2%	5%	
	3	2	1	6	10	1	16	
	B E F		E		A B E F		-	
Tagalog	0%	2%	0%	0%	0%	0%	1%	
	0	1	0	0	1	0	2	
	-		-					
Vietnamese	7%	4%	0%	0%	0%	0%	1%	
	1	2	0	0	0	0	2	
	E		-					
Other Asian languages	0%	12%	0%	11%	1%	0%	2%	
	0	6	0	1	2	0	6	
	E F		F		-			
	7%	2%	0%	0%	0%	2%	1%	

Column % Count	Other	Asian/Asian American	Black/African American	Hispanic	White	Prefer not to say	NET
Column Comparisons	0%	0%	0%	0%	0%	0%	0%
Not at all	0%	0%	0%	0%	0%	0%	0%
	0	0	0	0	0	0	0
Not well	0%	0%	0%	0%	0%	0%	0%
	0	0	0	0	0	0	0
Well	0%	7%	0%	0%	4%	0%	4%
	0	3	0	0	3	0	6
Very well	100%	93%	100%	100%	96%	92%	95%
	6	39	2	7	75	11	131
Prefer not to say	0%	0%	0%	0%	0%	8%	1%
	0	0	0	0	0	1	1
NET	100%	100%	100%	100%	100%	100%	100%
	6	42	2	7	78	12	138
Column Names	A	B	C	D	E	F	G

How well do you speak English? by Race/Ethnicity Categories

sample size = 138; total sample size = 349; 211 missing; 95% confidence level; Column comparison symbols: A, B, C... (confidence level >= 95%); No test symbol: -; Not significant symbol:

Column % Count Column Comparisons	Other	Asian/Asian American	Black/African American	Hispanic	White	Prefer not to say	NET
	0%	2%	0%	0%	2%	2%	2%
Less than \$20,000	0	1	0	0	6	1	8
	7%	0%	0%	0%	2%	2%	1%
\$20,000 to less than \$35,000	1	0	0	0	4	1	5
	B						-
	14%	2%	0%	0%	2%	0%	2%
\$35,000 to less than \$50,000	2	1	0	0	4	0	7
	B E F						-
	0%	0%	20%	0%	6%	7%	5%
\$50,000 to less than \$75,000	0	0	1	0	14	3	17
		B					-
	0%	8%	0%	11%	11%	0%	9%
\$75,000 to less than \$100,000	0	4	0	1	27	0	32
			F	F			-
	7%	12%	0%	11%	14%	7%	12%
\$100,000 to less than \$150,000	1	6	0	1	33	3	43
							-
	14%	10%	0%	11%	10%	0%	8%
\$150,000 to less than \$200,000	2	5	0	1	24	0	29
	F	F		F	F		-
	57%	50%	80%	67%	37%	14%	37%
\$200,000 or more	8	26	4	6	91	6	129
	F	F	E F	F	F		-
	0%	17%	0%	0%	17%	67%	23%
Prefer not to say	0	9	0	0	41	29	79
					A B C D E		-
	100%	100%	100%	100%	100%	100%	100%
NET	14	52	5	9	244	43	349
	-	-	-	-	-	-	-
Column Names	A	B	C	D	E	F	G

What is the approximate total annual income of all members of your household? by Race/Ethnicity Categories
 sample size = 349; 95% confidence level; Column comparison symbols: A, B, C... (confidence level >= 95%); No test symbol: -; Not significant symbol:



Appendix III - Crosstabs - Gender



Notable Differences Among Gender Groups

Perceptions of driver safety and speed limits vary by gender identity.

Female respondents express greater concern about speed-related safety, particularly across all street types, and are more likely to view vehicle speed as a threat. They also report higher willingness to comply with lower speed limits (75%), compared to males (63%).

Male respondents are more ambivalent, with the highest agreement on safety improvements falling in the "somewhat agree" category (31%).

Respondents of other gender identities show elevated concern about vehicle speeds near community centers.

Overall, respondents show the highest levels of concern for “streets without sidewalks” and “two-lane streets,” with more individuals reporting being “very” or “extremely concerned” about these road types. In contrast, “multi-lane streets” and “streets that connect to freeways” generate comparatively lower levels of concern.



How to Read Crosstabs - Summary

This table breaks down how our survey respondents perceive speed limits on higher-speed streets, specifically showing if their opinion varied based on age groups (18-34, 35-54, 55-64, 65+). Each percentage you see is the proportion of people *within that age group* who gave that answer.

The most important part for finding actionable insights are the **letters** under some percentages. These letters tell us when a difference in opinion among age groups is **statistically significant**, meaning it's likely to be a real difference and not just random chance.

Column Comparisons	Column %	18-34	35-54	55-64	65+	NET
	Count					
Much too slow	33%	20%	7%	1%	16%	
	24	26	4	1	55	
	B C D	C D			-	
Somewhat too slow	18%	27%	16%	9%	19%	
	13	35	9	8	65	
		D			-	
About right	23%	42%	59%	72%	48%	
	17	55	34	63	169	
		A	A B	A B	-	
Somewhat too fast	12%	5%	14%	11%	10%	
	9	7	8	10	34	
			B		-	
Much too fast	14%	6%	5%	6%	7%	
	10	8	3	5	26	
					-	
NET	100%	100%	100%	100%	100%	
	73	131	58	87	349	
	-	-	-	-	-	
Column Names	A	B	C	D	E	



How to Read Crosstabs - Structure

Rows: These represent the different answer options to the survey question.

Columns: These represent the different age categories. There's also a "NET" column which represents the total or average across all age groups.

Cells: Each cell contains a percentage. This percentage represents the proportion of respondents within that specific age category who chose that particular answer option.

Column %: This indicates that the percentages in the table are calculated vertically, meaning each column sums to 100% (or very close to it, due to rounding). This tells you the distribution of responses *within* each age group.

Column % Count	18-34	35-54	55-64	65+	NET
Column Comparisons					
Much too slow	33% 24 B C D	20% 26 C D	7% 4	1% 1	16% 55 -
Somewhat too slow	18% 13 D	27% 35	16% 9	9% 8	19% 65 -
About right	23% 17 A	42% 55 A B	59% 34 A B	72% 63 A B	48% 169 -
Somewhat too fast	12% 9 B	5% 7	14% 8	11% 10	10% 34 -
Much too fast	14% 10	6% 8	5% 3	6% 5	7% 26 -
NET	100% 73 -	100% 131 -	100% 58 -	100% 87 -	100% 349 -

Column Comparisons (A, B, C, D): These letters (A, B, C, D) underneath some percentages are statistical significance indicators. They tell you if the percentage in that cell is significantly different from the percentages in other specified columns.

How to read them: If a letter (e.g., "D") appears under a percentage, it means that the percentage is significantly different (at a 95% confidence level, as stated in the footer) from the column represented by that letter. For instance, in the "Much too slow" row, under the "18-34" column, you see "B C D." This means that 33% of 18-34-year-olds finding speed limits "Much too slow" is significantly higher than the percentages of 35-54-year-olds (column B), 55-64-year-olds (column C), and 65+ year-olds (column D) who feel the same way.

These comparisons help identify statistically meaningful differences between age groups, rather than just random variations.



How to Read Crosstabs - Interpreting the Data (Row by Row)

"Much too slow" Row:

- 18-34 (33% B C D): 33% of 18-34-year-olds think speed limits are much too slow. The letters "B C D" indicate that this 33% is significantly higher than the 20% of 35-54-year-olds, 7% of 55-64-year-olds, and 1% of 65+ year-olds who feel the same. This suggests younger adults are more likely to find speed limits much too slow.
- 65+ (1%): Only 1% of respondents aged 65 and over think speed limits are much too slow. The absence of letters here indicates this is not significantly higher from other groups.

"Somewhat too slow" Row:

- 35-54 (27% D): 27% of 35-54-year-olds think speed limits are somewhat too slow. The "D" next to it means this is significantly higher than the 9% of 65+ year-olds who feel this way.

"About right" Row:

- 55-64 (59% A B): 59% of 55-64-year-olds think speed limits are about right. The "A B" indicates this is significantly higher than the 23% of 18-34-year-olds and 42% of 35-54-year-olds. This highlights that older age groups are more likely to perceive speed limits as appropriate.
- 65+ (72% A B): A substantial 72% of 65+ year-olds believe speed limits are about right, and this is also significantly higher than the younger age groups (under 55).

"Somewhat too fast" Row:

- 55-64 (14% B): 14% of 55-64-year-olds think speed limits are somewhat too fast. The "B" indicates this is significantly higher than the 5% of 35-54-year-olds who think so.

Column Comparisons	Column %	18-34	35-54	55-64	65+	NET
	Count					
Much too slow	33%	24	20%	7%	1%	16%
		B C D	C D			55
Somewhat too slow	18%	13	27%	16%	9%	19%
		D	35	9	8	65
About right	23%	17	42%	59%	72%	48%
		A	55	34	63	169
Somewhat too fast	12%	9	5%	14%	11%	10%
		B	7	8	10	34
Much too fast	14%	10	6%	5%	6%	7%
		A	8	3	5	26
NET	100%	73	100%	100%	100%	100%
		-	131	58	87	349
Column Names	A	B	C	D	E	

In general, do you think the speed limits along higher speed streets in Bellevue are... by Age Categories
sample size = 349; 95% confidence level; Column comparison symbols: A, B, C... (confidence level >= 95%); No test symbol: -; Not significant symbol:

Column % Count Column Comparisons	Female	Other gender identity	Male	Prefer not to say	NET
	4%	30%	9%	8%	7%
Not at all	6	3	15	2	26
	A C				-
A small amount	12%	30%	22%	24%	18%
	18	3	37	6	64
	A				-
A moderate amount	30%	0%	22%	44%	27%
	45	0	37	11	93
	B		B C		-
A lot	25%	10%	22%	16%	22%
	37	1	36	4	78
	-				-
A great deal	28%	30%	25%	8%	25%
	42	3	41	2	88
	D				-
NET	100%	100%	100%	100%	100%
	148	10	166	25	349
	-		-		-
Column Names	A	B	C	D	E

How much do you think the speed of cars on major streets affects the safety of people driving, walking, and bicycling?
by Gender

sample size = 349; 95% confidence level; Column comparison symbols: A, B, C... (confidence level >= 95%); No test symbol: -; Not significant symbol:

Average Column Comparisons	Female	Other gender identity	Male	Prefer not to say	NET
Column Names	A	B	C	D	E
Numeric - How much do you think the speed of cars on major streets affects the safety of people driving, walking, and bicycling?	3.6 C D	2.8	3.3	2.9	3.4 -

Numeric - How much do you think the speed of cars on major streets affects the safety of people driving, walking, and bicycling? by Gender
 sample size = 349; 95% confidence level; Column comparison symbols: A, B, C... (confidence level >= 95%); No test symbol: -; Not significant symbol:

Column % Count Column Names Column Comparisons	Most						2nd						3rd			
	Female	Other gender identity	Male	Prefer not to say	NET	Female	Other gender identity	Male	Prefer not to say	NET	Female	Other gender identity	Male	Prefer not to say		
	59%	60%	64%	72%	62%	26%	0%	16%	12%	20%	5%	30%	9%	12%		
	88	6	106	18	218	39	0	27	3	69	8	3	15	3		
Near schools	A	B	C	D	E	A C	B	C	D	E	A	B AC	C	D		
	9%	0%	5%	4%	7%	32%	60%	48%	32%	40%	34%	20%	25%	28%		
	14	0	9	1	24	48	6	79	8	141	50	2	42	7		
Near parks	A	B	C	D	E	A	B	C	D	E	A	B	C	D		
	3%	0%	4%	0%	3%	14%	10%	13%	20%	13%	18%	40%	19%	36%		
	5	0	6	0	11	20	1	21	5	47	26	4	31	9		
Near hospitals	A	B	C	D	E	A	B	C	D	E	A	B	C	D	AC	
	0%	10%	2%	4%	2%	11%	20%	14%	20%	14%	23%	10%	29%	8%		
	0	1	4	1	6	17	2	24	5	48	34	1	48	2		
Near community centers	A	B	C	D	E	A	B	C	D	E	A	B	C	D		
	A	A	A	A	-	-	-	-	-	-	-	-	-	-		
	28%	30%	25%	20%	26%	16%	10%	9%	16%	13%	20%	0%	18%	16%		
Near or in commercial centers	41	3	41	5	90	24	1	15	4	44	30	0	30	4		
	A	B	C	D	E	A	B	C	D	E	A	B	C	D		
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
NET	148	10	166	25	349	148	10	166	25	349	148	10	166	25		
	A	B	C	D	E	A	B	C	D	E	A	B	C	D		
	-	-	-	-	-	-	-	-	-	-	-	-	-	-		

Which locations concern you most when it comes to the speeds people drive and safety? by Gender
 sample size = 349; 95% confidence level; Column comparison symbols: A, B, C... (confidence level >= 95%); No test symbol: -; Not significant symbol:

Column Comparisons	Column % Count	Female	Other gender identity	Male	Prefer not to say	NET
Streets that connect to freeways - Not at all concerned		27%	40%	40%	56%	36%
		40	4	67	14	125
Streets that connect to freeways - Slightly concerned		22%	30%	17%	24%	20%
		32	3	28	6	69
Streets that connect to freeways - Somewhat concerned		27%	10%	19%	4%	21%
		40	1	32	1	74
	D					-
Streets that connect to freeways - Very concerned		14%	10%	13%	12%	13%
		21	1	21	3	46
						-
Streets that connect to freeways - Extremely concerned		10%	10%	11%	4%	10%
		15	1	18	1	35
						-
Two-lane streets (streets with one lane for each direction) - Not at all concerned		17%	50%	21%	40%	21%
		25	5	35	10	75
			A C		A C	-
Two-lane streets (streets with one lane for each direction) - Slightly concerned		15%	10%	28%	24%	22%
		22	1	47	6	76
				A		-
Two-lane streets (streets with one lane for each direction) - Somewhat concerned		29%	20%	26%	20%	27%
		43	2	43	5	93
						-
Two-lane streets (streets with one lane for each direction) - Very concerned		30%	0%	14%	16%	21%
		45	0	24	4	73
	B C					-
Two-lane streets (streets with one lane for each direction) - Extremely concerned		9%	20%	10%	0%	9%
		13	2	17	0	32
			D			-
Multi-lane streets - Not at all concerned		16%	40%	34%	44%	28%
		24	4	57	11	96
				A	A	-
		18%	10%	17%	20%	17%

Average Column Comparisons	Female	Other gender identity	Male	Prefer not to say	NET
Streets without sidewalks	3.6	2.6	3.1	2.4	3.2
	C D		D		-
Streets with bike lanes	3.3	3.1	3.0	2.5	3.1
	C D		D		-
Two-lane streets (streets with one lane for each direction)	3.0	2.3	2.6	2.1	2.7
	C D		D		-
Multi-lane streets	3.0	2.5	2.6	2.0	2.7
	C D		D		-
Streets with sidewalks	2.8	2.8	2.7	2.0	2.7
	D		D		-
Streets that connect to freeways	2.6	2.2	2.4	1.8	2.4
	D				-
SUM	18.2	15.5	16.3	12.8	16.9
	C D		D		-
Column Names	A	B	C	D	E

Numeric - Please rate your concern about speed-related issues for each of these types of streets. by Gender
 sample size = 349; 95% confidence level; Column comparison symbols: A, B, C... (confidence level >= 95%); No test symbol: -; Not significant symbol:

Column % Count Column Names Column Comparisons	First					Second					Third			
	Female	Other gender identity	Male	Prefer not to say	NET	Female	Other gender identity	Male	Prefer not to say	NET	Female	Other gender identity	Male	Prefer not to say
	59%	30%	58%	60%	58%	33%	60%	37%	36%	36%	8%	10%	5%	4%
	87	3	96	15	201	49	6	61	9	125	12	1	9	1
Streets where many or serious crashes have happened before	A	B	C	D	E	A	B	C	D	E	A	B	C	D
Streets signed for higher speeds, such as 40 mph	4% 6	0% 0	4% 7	4% 1	4% 14	11% 16	10% 1	10% 16	4% 1	10% 34	85% 126	90% 9	86% 143	92% 23
Streets next to places where lots of people walk or bike	37% 55	70% 7	38% 63	36% 9	38% 134	56% 83	30% 3	54% 89	60% 15	54% 190	7% 10	0% 0	8% 14	4% 1
NET	100% 148	100% 10	100% 166	100% 25	100% 349	100% 148	100% 10	100% 166	100% 25	100% 349	100% 148	100% 10	100% 166	100% 25
	A	B	C	D	E	A	B	C	D	E	A	B	C	D
	-	-	-	-	-	-	-	-	-	-	-	-	-	-

When deciding where to slow down traffic, which factors should be the top priority? by Gender
 sample size = 349; 95% confidence level; Column comparison symbols: A, B, C... (confidence level >= 95%); No test symbol: -; Not significant symbol:

Column % Count	Female	Other gender identity	Male	Prefer not to say	NET
Column Comparisons					
Much too slow	11%	40%	17%	28%	16%
	16	4	28	7	55
		A		A	-
Somewhat too slow	13%	0%	23%	32%	19%
	19	0	38	8	65
		A		A B	-
About right	58%	40%	42%	36%	48%
	86	4	70	9	169
	C D				-
Somewhat too fast	11%	0%	10%	4%	10%
	17	0	16	1	34
					-
Much too fast	7%	20%	8%	0%	7%
	10	2	14	0	26
		D			-
NET	100%	100%	100%	100%	100%
	148	10	166	25	349
	-	-	-	-	-
Column Names	A	B	C	D	E

In general, do you think the speed limits along higher speed streets in Bellevue are... by Gender

sample size = 349; 95% confidence level; Column comparison symbols: A, B, C... (confidence level $\geq 95\%$); No test symbol: -; Not significant symbol:

Average Column Comparisons	Female	Other gender identity	Male	Prefer not to say	NET
Numeric - In general, do you think the speed limits along higher speed streets in Bellevue are...	2.9	2.6	2.7	2.2	2.7
Column Names	D		D		-

Numeric - In general, do you think the speed limits along higher speed streets in Bellevue are... by Gender
sample size = 349; 95% confidence level; Column comparison symbols: A, B, C... (confidence level >= 95%); No test symbol: -; Not significant symbol:

Column % Count Column Comparisons	Female	Other gender identity	Male	Prefer not to say	NET
I do not typically do this	3%	0%	2%	0%	2%
	4	0	3	0	7
1-2 days per month	3%	10%	3%	0%	3%
	5	1	5	0	11
About 1 day per week	7%	0%	8%	8%	8%
	11	0	14	2	27
2-3 days per week	16%	10%	14%	20%	15%
	24	1	23	5	53
4-6 days per week	26%	20%	22%	16%	23%
	38	2	36	4	80
Nearly every day	45%	60%	51%	56%	49%
	66	6	85	14	171
NET	100%	100%	100%	100%	100%
	148	10	166	25	349
Column Names	A	B	C	D	E

In a typical month, how often do you drive on streets with a speed limit of 30 mph or greater? by Gender
 sample size = 349; 95% confidence level; Column comparison symbols: A, B, C... (confidence level >= 95%); No test symbol: -;
 Not significant symbol: ~

Column % Count	Female	Other gender identity	Male	Prefer not to say	NET
Column Comparisons					
Very unsafe	3%	10%	5%	0%	4%
	4	1	8	0	13
Somewhat unsafe	9%	0%	12%	4%	10%
	13	0	19	1	33
Neutral	22%	40%	12%	12%	17%
	31	4	20	3	58
	C	C			-
Somewhat safe	26%	0%	18%	12%	20%
	37	0	30	3	70
Very safe	41%	50%	53%	72%	49%
	59	5	86	18	168
		A	A		-
NET	100%	100%	100%	100%	100%
	144	10	163	25	342
	-	-	-	-	-
Column Names	A	B	C	D	E

How safe do you feel driving along streets with a speed limit of 30 mph or greater? by Gender

sample size = 342; total sample size = 349; 7 missing; 95% confidence level; Column comparison symbols: A, B, C...
(confidence level >= 95%); No test symbol: -; Not significant symbol:

Average Column Comparisons	Female	Other gender identity	Male	Prefer not to say	NET
Column Names	A	B	C	D	E
Numeric - How safe do you feel driving along streets with a speed limit of 30 mph or greater?	3.9	3.8	4.0	4.5	4.0
		A C			-

Numeric - How safe do you feel driving along streets with a speed limit of 30 mph or greater? by Gender
 sample size = 342; total sample size = 349; 7 missing; 95% confidence level; Column comparison symbols: A, B, C... (confidence level \geq 95%); No test symbol: -; Not significant symbol:

Column % Count Column Comparisons	Female	Other gender identity	Male	Prefer not to say	NET
I do not typically do this	77% 114 C	70% 7	67% 111	84% 21	72% 253
1-2 days per month	9% 14	0% 0	13% 21	4% 1	10% 36
About 1 day per week	2% 3	20% 2	7% 12	0% 0	5% 17
2-3 days per week	5% 8	10% 1	7% 11	0% 0	6% 20
4-6 days per week	1% 2	0% 0	5% 8	8% 2	3% 12
Nearly every day	5% 7	0% 0	2% 3	4% 1	3% 11
NET	100% 148 -	100% 10 -	100% 166 -	100% 25 -	100% 349 -
Column Names	A	B	C	D	E

In a typical month, how often do you bike on streets with a speed limit of 30 mph or greater? by Gender
 sample size = 349; 95% confidence level; Column comparison symbols: A, B, C... (confidence level >= 95%); No test symbol: -;
 Not significant symbol:

Column % Count Column Comparisons	Female	Other gender identity	Male	Prefer not to say	NET
Very unsafe	41% 14	0% 0	38% 21	0% 0	36% 35
Somewhat unsafe	29% 10	33% 1	16% 9	50% 2	23% 22
Neutral	3% 1	0% 0	13% 7	0% 0	8% 8
Somewhat safe	12% 4	0% 0	13% 7	0% 0	11% 11
Very safe	15% 5	67% 2	20% 11	50% 2	21% 20
NET	100% 34	100% 3	100% 55	100% 4	100% 96
Column Names	A	B	C	D	E

How safe do you feel biking along streets with a speed limit of 30 mph or greater? by Gender

sample size = 96; total sample size = 349; 253 missing; 95% confidence level; Column comparison symbols: A, B, C...
(confidence level >= 95%); No test symbol: -; Not significant symbol:

Average Column Comparisons	Female	Other gender identity	Male	Prefer not to say	NET
Column Names	A	B	C	D	E
Numeric - How safe do you feel biking along streets with a speed limit of 30 mph or greater?	2.3	4.0	2.6	3.5	2.6

Numeric - How safe do you feel biking along streets with a speed limit of 30 mph or greater? by Gender
 sample size = 96; total sample size = 349; 253 missing; 95% confidence level; Column comparison symbols: A, B, C... (confidence level >= 95%); No test symbol: -; Not significant symbol:

Column % Count Column Comparisons	Female	Other gender identity	Male	Prefer not to say	NET
I do not typically do this	22% 33	10% 1	20% 33	20% 5	21% 72
1-2 days per month	20% 29	0% 0	18% 30	20% 5	18% 64
About 1 day per week	8% 12	30% 3	16% 26	8% 2	12% 43
2-3 days per week	22% 32	10% 1	20% 34	16% 4	20% 71
4-6 days per week	7% 11	30% 3	10% 17	20% 5	10% 36
Nearly every day	21% 31	20% 2	16% 26	16% 4	18% 63
NET	100% 148	100% 10	100% 166	100% 25	100% 349
Column Names	A	B	C	D	E

In a typical month, how often do you walk along streets with a speed limit of 30 mph or greater? by Gender
 sample size = 349; 95% confidence level; Column comparison symbols: A, B, C... (confidence level >= 95%); No test symbol: -;
 Not significant symbol:

Column % Count	Female	Other gender identity	Male	Prefer not to say	NET
Column Comparisons					
Very unsafe	13%	11%	17%	5%	14%
	15	1	22	1	39
Somewhat unsafe	32%	11%	24%	0%	25%
	37	1	32	0	70
Neutral	D		D		-
	17%	33%	12%	30%	16%
	20	3	16	6	45
Somewhat safe	22%	0%	20%	20%	20%
	25	0	26	4	55
Very safe	16%	44%	28%	45%	25%
	18	4	37	9	68
NET	A	A	A	-	-
	100%	100%	100%	100%	100%
	115	9	133	20	277
Column Names	A	B	C	D	E

How safe do you feel walking along streets with a speed limit of 30 mph or greater? by Gender

sample size = 277; total sample size = 349; 72 missing; 95% confidence level; Column comparison symbols: A, B, C...
(confidence level >= 95%); No test symbol: -; Not significant symbol:

Average Column Comparisons	Female	Other gender identity	Male	Prefer not to say	NET
Column Names	A	B	C	D	E
Numeric - How safe do you feel walking along streets with a speed limit of 30 mph or greater?	2.9	3.6	3.2	4.0	3.2
	A C				-

Numeric - How safe do you feel walking along streets with a speed limit of 30 mph or greater? by Gender
 sample size = 277; total sample size = 349; 72 missing; 95% confidence level; Column comparison symbols: A, B, C... (confidence level >= 95%); No test symbol: -; Not significant symbol:

Column % Count Column Comparisons	Female	Other gender identity	Male	Prefer not to say	NET
Improve the quality of life for people who live along the street - Strongly disagree	12% 18	40% 4	25% 41	24% 6	20% 69
Improve the quality of life for people who live along the street - Somewhat disagree	7% 10	10% 1	15% 25	32% 8	13% 44
Improve the quality of life for people who live along the street - Neutral	22% 33	0% 0	12% 20	28% 7	17% 60
Improve the quality of life for people who live along the street - Somewhat agree	28% 42	20% 2	25% 42	16% 4	26% 90
Improve the quality of life for people who live along the street - Strongly agree	30% 45	30% 3	23% 38	0% 0	25% 86
Improve the safety or comfort for people walking along or across the street - Strongly disagree	12% 18	50% 5	23% 38	28% 7	19% 68
Improve the safety or comfort for people walking along or across the street - Somewhat disagree	10% 15	0% 0	13% 21	24% 6	12% 42
Improve the safety or comfort for people walking along or across the street - Neutral	20% 29	10% 1	17% 29	20% 5	18% 64
Improve the safety or comfort for people walking along or across the street - Somewhat agree	32% 47	10% 1	23% 39	24% 6	27% 93
Improve the safety or comfort for people walking along or across the street - Strongly agree	26% 39	30% 3	23% 39	4% 1	23% 82
Improve the safety or comfort for people biking along or across the street - Strongly disagree	10% 15	50% 5	19% 31	20% 5	16% 56
	11% A C	0% A	15% A	16% -	13% -

Average Column Comparisons	Female	Other gender identity	Male	Prefer not to say	NET
Improve the quality of life for people who live along the street	3.6	2.9	3.1	2.4	3.2
	C D		D		-
Improve the safety or comfort for people walking along or across the street	3.5	2.7	3.1	2.5	3.2
	C D		D		-
Improve the safety or comfort for people biking along or across the street	3.6	2.7	3.2	2.8	3.3
	C D				-
Improve the safety or comfort for drivers entering and exiting the street	3.3	2.9	2.9	2.6	3.0
	C D				-
Increase delays and congestion	3.8	3.5	3.7	4.5	3.8
			A C		-
Increase frustration for people driving	4.0	4.0	4.0	4.8	4.0
			A C		-
Increase aggressive driving behavior	3.6	3.0	3.5	4.1	3.6
			A C		-
Increase the number of people ignoring the speed limit	4.1	4.4	4.0	4.3	4.1
					-
SUM	29.3	26.1	27.5	28.0	28.3
	B C				-
Column Names	A	B	C	D	E

Numeric - Agreement with possible outcomes of reducing speed limits along some higher-speed streets. by Gender
 sample size = 349; 95% confidence level; Column comparison symbols: A, B, C... (confidence level >= 95%); No test symbol: -; Not significant symbol:

Column % Count Column Comparisons	Female	Other gender identity	Male	Prefer not to say	NET
I think most drivers will follow the lower speed limits	31% 46	10% 1	23% 39	20% 5	26% 91
I think most drivers will ignore the lower speed limits	69% 102	90% 9	77% 127	80% 20	74% 258
NET	100% 148	100% 10	100% 166	100% 25	100% 349
Column Names	A	B	C	D	E

If speed limits are lowered, do you think most drivers will follow the lower speed limits or ignore them? by Gender
 sample size = 349; 95% confidence level; Column comparison symbols: A, B, C... (confidence level >= 95%); No test symbol: -; Not significant symbol:

Column % Count Column Comparisons	Female	Other gender identity	Male	Prefer not to say	NET
	75%	60%	63%	36%	66%
I will follow the lower speed limits	111	6	105	9	231
	C D		D		-
I will ignore the lower speed limits	25%	40%	37%	64%	34%
	37	4	61	16	118
			A	A C	-
NET	100%	100%	100%	100%	100%
	148	10	166	25	349
	-	-	-	-	-
Column Names	A	B	C	D	E

If speed limits are lowered, will you follow the lower speed limits or ignore them? by Gender
 sample size = 349; 95% confidence level; Column comparison symbols: A, B, C... (confidence level >= 95%); No test symbol: -; Not significant symbol:

Column % Count	Female	Other gender identity	Male	Prefer not to say	NET
Column Comparisons					
Strongly oppose	30%	50%	44%	68%	40%
	45	5	73	17	140
		A		A C	-
Somewhat oppose	19%	0%	14%	12%	15%
	28	0	23	3	54
					-
Neutral	14%	10%	6%	12%	10%
	20	1	10	3	34
	C				-
Somewhat support	15%	10%	14%	8%	14%
	22	1	23	2	48
					-
Strongly support	22%	30%	22%	0%	21%
	33	3	37	0	73
	D	D	D		-
NET	100%	100%	100%	100%	100%
	148	10	166	25	349
	-	-	-	-	-
Column Names	A	B	C	D	E

To improve road safety in Bellevue, would you support reducing speed limits, even if it meant an increase in travel times? by Gender

sample size = 349; 95% confidence level; Column comparison symbols: A, B, C... (confidence level $\geq 95\%$); No test symbol: -; Not significant symbol:

Average Column Comparisons	Female	Other gender identity	Male	Prefer not to say	NET
Column Names	A	B	C	D	E
Numeric - To improve road safety in Bellevue, would you support reducing speed limits, even if it meant an increase in travel times?	2.8 D	2.7	2.6 D	1.6	2.6 -

Numeric - To improve road safety in Bellevue, would you support reducing speed limits, even if it meant an increase in travel times? by Gender
 sample size = 349; 95% confidence level; Column comparison symbols: A, B, C... (confidence level >= 95%); No test symbol: -; Not significant symbol:

Column %	Female	Other gender identity	Male	Prefer not to say	NET
Column Comparisons	Count				
Strongly disagree 0	3%	30%	13%	12%	9%
	4	3	21	3	31
	A	A	A	-	
1	1%	0%	4%	4%	3%
	1	0	7	1	9
	A	-			
2	2%	0%	2%	0%	2%
	3	0	4	0	7
	-				
3	3%	0%	1%	0%	2%
	4	0	2	0	6
	-				
4	1%	0%	2%	8%	2%
	2	0	3	2	7
	A	-			
5	6%	0%	10%	20%	9%
	9	0	17	5	31
	A	-			
6	2%	0%	1%	8%	2%
	3	0	2	2	7
	C	-			
7	3%	0%	1%	20%	3%
	4	0	2	5	11
	A C	-			
8	7%	0%	9%	4%	7%
	10	0	15	1	26
	-				
9	8%	0%	6%	0%	6%
	12	0	10	0	22
	-				
Strongly agree 10	65%	70%	50%	24%	55%
	96	7	83	6	192
	C D	D	D	-	
	100%	100%	100%	100%	100%

Column % Count Column Comparisons	Female	Other gender identity	Male	Prefer not to say	NET
Strongly disagree	3% 5	30% 3	17% 28	16% 4	11% 40
		A	A	A	-
Somewhat disagree	6% 9	0% 0	5% 9	8% 2	6% 20
					-
Neutral	6% 9	0% 0	10% 17	20% 5	9% 31
				A	-
Somewhat agree	11% 17	0% 0	11% 19	32% 8	13% 44
				A B C	-
Strongly agree	73% 108	70% 7	56% 93	24% 6	61% 214
	C D	D	D		-
NET	100% 148	100% 10	100% 166	100% 25	100% 349
	-	-	-	-	-
Column Names	A	B	C	D	E

CONDENSED Saving a few minutes on the road is never worth risking someone's life. 2 by Gender

sample size = 349; 95% confidence level; Column comparison symbols: A, B, C... (confidence level >= 95%); No test symbol: -; Not significant symbol:

Average Column Comparisons	Female	Other gender identity	Male	Prefer not to say	NET
Column Names	A	B	C	D	E
Numeric - Saving a few minutes on the road is never worth risking someone's life.	8.6 C D	7.0	7.1	6.0	7.6 -

Numeric - Saving a few minutes on the road is never worth risking someone's life. by Gender
 sample size = 349; 95% confidence level; Column comparison symbols: A, B, C... (confidence level >= 95%); No test symbol: ;- Not significant symbol:

Column Comparisons	Column %	Female	Other gender identity	Male	Prefer not to say	NET
	Count					
Adding speed cushions, speed bumps, or speed tables - Very ineffective	11%	50%	19%	44%	19%	
	17	5	32	11	65	
		A C		A C	-	
Adding speed cushions, speed bumps, or speed tables - Somewhat ineffective	11%	0%	17%	8%	14%	
	17	0	29	2	48	
		-		-		
Adding speed cushions, speed bumps, or speed tables - Neutral	15%	10%	10%	16%	13%	
	22	1	17	4	44	
		-		-		
Adding speed cushions, speed bumps, or speed tables - Somewhat effective	39%	20%	33%	12%	34%	
	58	2	55	3	118	
	D		D	-		
Adding speed cushions, speed bumps, or speed tables - Very effective	23%	20%	20%	20%	21%	
	34	2	33	5	74	
		-		-		
Adding median islands - Very ineffective	8%	20%	11%	28%	11%	
	12	2	18	7	39	
		A C		-		
Adding median islands - Somewhat ineffective	8%	0%	9%	16%	9%	
	12	0	15	4	31	
		-		-		
Adding median islands - Neutral	18%	20%	15%	8%	16%	
	27	2	25	2	56	
		-		-		
Adding median islands - Somewhat effective	46%	30%	40%	24%	41%	
	68	3	67	6	144	
	D		-			
Adding median islands - Very effective	20%	30%	25%	24%	23%	
	29	3	41	6	79	
		-		-		
Adding radar speed feedback signs - Very ineffective	13%	50%	23%	20%	19%	
	19	5	39	5	68	
		A	A	-		
	17%	10%	14%	24%	16%	

Average Column Comparisons	Female	Other gender identity	Male	Prefer not to say	NET
Adding speed cushions, speed bumps, or speed tables	3.5 C D	2.6	3.2	2.6	3.3
Adding median islands	3.6	3.5	3.6	3.0	3.6
Adding radar speed feedback signs	3.3 B	2.2	3.0	2.8	3.1
Adding speed cameras	3.5 D	2.3	3.2 D	2.6	3.3
Reducing lane widths or repurposing underutilized lanes to add sidewalks or bike lanes	3.4 D	3.4	3.2	2.6	3.3
Reducing lane widths or repurposing underutilized lanes to add on-street parking	2.6	2.5	2.7	2.2	2.6
SUM	19.9 D	16.5	18.9 D	15.7	19.0
Column Names	A	B	C	D	E

Numeric - Effectiveness of Traffic Calming Measures by Gender
 sample size = 349; 95% confidence level; Column comparison symbols: A, B, C... (confidence level >= 95%); No test symbol: -; Not significant symbol:

Column % Count Column Comparisons	Female	Other gender identity	Male	Prefer not to say	NET
Installing raised crosswalks - Very ineffective	7% 10	20% 2	11% 19	20% 5	10% 36
Installing raised crosswalks - Somewhat ineffective	3% 5	10% 1	10% 17	20% 5	8% 28
Installing raised crosswalks - Neutral	24% 35	10% 1	11% 18	20% 5	17% 59
Installing raised crosswalks - Somewhat effective	43% 64	20% 2	49% 81	28% 7	44% 154
Installing raised crosswalks - Very effective	23% 34	40% 4	19% 31	12% 3	21% 72
Installing raised intersections - Very ineffective	6% 9	30% 3	16% 27	24% 6	13% 45
Installing raised intersections - Somewhat ineffective	10% 15	10% 1	11% 19	28% 7	12% 42
Installing raised intersections - Neutral	34% 50	30% 3	23% 39	20% 5	28% 97
Installing raised intersections - Somewhat effective	34% 50	0% 0	35% 58	20% 5	32% 113
Installing raised intersections - Very effective	16% 24	30% 3	14% 23	8% 2	15% 52
Implementing turn hardening - Very ineffective	16% 23	30% 3	19% 32	36% 9	19% 67
	16% 16%	10% 16%	16% 16%	16% 16%	16% 16%

Average Column Comparisons	Female	Other gender identity	Male	Prefer not to say	NET
Installing raised crosswalks	3.7 D	3.5	3.5 D	2.9	3.6 -
Installing raised intersections	3.4 D	2.9	3.2 D	2.6	3.2 -
Implementing turn hardening	3.2	3.1	3.1	2.6	3.1 -
Adding curb bulb-outs	3.5 D	2.8	3.2	2.7	3.3 -
Reducing turning radii	3.2	3.2	2.9	2.8	3.0 -
Using speed cameras	3.3 D	2.2	3.1 D	2.4	3.1 -
SUM	20.3 D	17.7	19.1 D	15.9	19.3 -
Column Names	A	B	C	D	E

Numeric - Effectiveness of Intersection Safety Improvements by Gender

sample size = 349; 95% confidence level; Column comparison symbols: A, B, C... (confidence level >= 95%); No test symbol: -; Not significant symbol:

Column % Count Column Comparisons	Female	Other gender identity	Male	Prefer not to say	NET	Column % Count Column Comparisons	
						14%	40%
Slower speeds save lives. - Very ineffective	14%	40%	20%	32%	19%	21	4
			34	8	67		A
Slower speeds save lives. - Somewhat ineffective	13%	0%	17%	36%	16%	19	0
			29	9	57		A B C
Slower speeds save lives. - Neutral	23%	20%	24%	8%	22%	34	2
			40	2	78		-
Slower speeds save lives. - Somewhat effective	32%	10%	25%	20%	27%	47	1
			41	5	94		-
Slower speeds save lives. - Very effective	18%	30%	13%	4%	15%	27	3
			22	1	53		D
Driving just 5 mph slower can mean the difference between life and death in a crash. - Very ineffective	8%	30%	19%	44%	16%	12	3
			31	11	57		A
Driving just 5 mph slower can mean the difference between life and death in a crash. - Somewhat ineffective	16%	10%	18%	16%	17%	24	1
			30	4	59		-
Driving just 5 mph slower can mean the difference between life and death in a crash. - Neutral	31%	0%	21%	24%	25%	46	0
			35	6	87		B C
Driving just 5 mph slower can mean the difference between life and death in a crash. - Somewhat effective	25%	10%	26%	16%	24%	37	1
			43	4	85		-
Driving just 5 mph slower can mean the difference between life and death in a crash. - Very effective	20%	50%	16%	0%	17%	29	5
			27	0	61		D
Lower speeds make streets safer for everyone, especially kids, seniors, people with disabilities, and people walking or biking - Very ineffective	9%	40%	17%	44%	17%	14	4
			29	11	58		A
	14%	10%	23%	12%	18%		A C

Average Column Comparisons	Female	Other gender identity	Male	Prefer not to say	NET
Slower speeds save lives.	3.3 C D	2.9	2.9 D	2.3	3.0
Driving just 5 mph slower can mean the difference between life and death in a crash.	3.3 C D	3.4	3.0 D	2.1	3.1
Lower speeds make streets safer for everyone, especially kids, seniors, people with disabilities, and people walking or biking	3.4 C D	2.8	3.0 D	2.3	3.1
Speeding might save a minute, but it could cost a life.	3.4 D	3.1	3.2 D	2.4	3.2
Reducing speed limits prevents deaths and serious injuries in crashes.	3.2 C D	3.0	2.9 D	2.1	3.0
Bellevue's streets should feel safe for everyone.	3.6 D	3.5	3.6 D	2.6	3.5
SUM	20.2 C D	18.7	18.6 D	13.8	18.9
Column Names	A	B	C	D	E

Numeric - Effectiveness of messaging on why lowering speeds improves safety by Gender
 sample size = 349; 95% confidence level; Column comparison symbols: A, B, C... (confidence level >= 95%); No test symbol: -; Not significant symbol:

Column Comparisons	Column %	Female	Other gender identity	Male	Prefer not to say	NET
	Count					
City webpage (BellevueWA.gov)	40%	59	50%	72	12	42%
Flyers mailed to residents	56%	83	40%	75	11	50%
Bellevue's project team attending community events (e.g., local farmers mar	22%	32	30%	28	6	20%
City of Bellevue newsletters (e.g., It's Your City, Neighborhood News, etc.	51%	76	40%	79	10	48%
Email list	32%	47	10%	53	4	30%
Posters displayed in local businesses and community spaces (e.g., coffee shop	23%	34	60%	35	5	23%
Yard signs	14%	21	20%	18	4	13%
Social media posts (e.g., Facebook, X, Bluesky, Nextdoor, Instagram)	57%	84	40%	83	13	53%
Through your community association	16%	23	20%	17	3	13%
Local news coverage (TV, radio, newspapers, online news articles)	45%	66	40%	70	14	44%
Other (please specify)	7%	10	30%	8	3	7%
			A C			-
	96%		80%	93%	92%	94%

Column % Count Column Comparisons	Female	Other gender identity	Male	Prefer not to say	NET
18-34	14%	70%	23%	24%	21%
	21	7	39	6	73
	A C D	A			-
35-54	39%	20%	36%	44%	38%
	58	2	60	11	131
					-
55-64	18%	0%	15%	24%	17%
	27	0	25	6	58
					-
65+	28%	10%	25%	8%	25%
	42	1	42	2	87
	D				-
NET	100%	100%	100%	100%	100%
	148	10	166	25	349
	-	-	-	-	-
Column Names	A	B	C	D	E

Age Categories by Gender

sample size = 349; 95% confidence level; Column comparison symbols: A, B, C... (confidence level >= 95%); No test symbol: -; Not significant symbol:

Column % Count Column Comparisons	Female	Other gender identity	Male	Prefer not to say	NET
Other	5%	10%	4%	0%	4%
Asian/Asian American	7	1	6	0	14
Black/African American	9%	30%	22%	0%	15%
Hispanic	13	3	36	0	52
White	A D	A D	-	-	-
Prefer not to say	2%	0%	1%	0%	1%
Black/African American	3	0	2	0	5
Hispanic	4%	0%	2%	0%	3%
White	6	0	3	0	9
Prefer not to say	79%	40%	72%	12%	70%
White	117	4	120	3	244
Prefer not to say	B D	B D	-	-	-
NET	9%	20%	4%	88%	12%
NET	13	2	6	22	43
NET	C	A B C	-	-	-
NET	100%	100%	100%	100%	100%
NET	148	10	166	25	349
NET	-	-	-	-	-
Column Names	A	B	C	D	E

Race/Ethnicity Categories by Gender

sample size = 349; 95% confidence level; Column comparison symbols: A, B, C... (confidence level >= 95%); No test symbol: -
; Not significant symbol:

Column % Count Column Comparisons	Female	Other gender identity	Male	Prefer not to say	NET
	20%	10%	23%	16%	21%
Less than 5 years	29	1	39	4	73
	11%	10%	15%	4%	13%
5 to less than 10 years	17	1	25	1	44
	14%	10%	13%	28%	14%
10 to less than 15 years	20	1	21	7	49
			C		-
	6%	20%	5%	12%	7%
15 to less than 20 years	9	2	9	3	23
					-
	49%	50%	43%	40%	46%
20 years or longer	73	5	72	10	160
					-
	100%	100%	100%	100%	100%
NET	148	10	166	25	349
	-	-	-	-	-
Column Names	A	B	C	D	E

How many years have you lived in the City of Bellevue? by Gender

sample size = 349; 95% confidence level; Column comparison symbols: A, B, C... (confidence level >= 95%); No test symbol:
-; Not significant symbol:

Column % Count Column Comparisons	Female	Other gender identity	Male	Prefer not to say	NET
Own	71%	50%	65%	52%	66%
	105	5	108	13	231
Rent	22%	20%	30%	20%	26%
	33	2	49	5	89
Something else	3%	30%	4%	0%	4%
	4	3	7	0	14
Prefer not to say	A C D				-
	4%	0%	1%	28%	4%
	6	0	2	7	15
NET	A C				-
	100%	100%	100%	100%	100%
	148	10	166	25	349
-					
Column Names	A	B	C	D	E

Do you own or rent your residence? by Gender

sample size = 349; 95% confidence level; Column comparison symbols: A, B, C... (confidence level >= 95%); No test symbol: -; Not significant symbol:

Column % Count Column Comparisons	Female	Other gender identity	Male	Prefer not to say	NET
Single-family home	61% 91	70% 7	62% 103	44% 11	61% 212
Multi-family home	34% 51	30% 3	36% 59	16% 4	34% 117
Something else	1% 2	0% 0	1% 1	0% 0	1% 3
Prefer not to say	3% 4	0% 0	2% 3	40% 10	5% 17
NET	100% 148	100% 10	100% 166	100% 25	100% 349
	-	-	-	-	-
Column Names	A	B	C	D	E

Dwelling Type by Gender

sample size = 349; 95% confidence level; Column comparison symbols: A, B, C... (confidence level $\geq 95\%$); No test symbol: -; Not significant symbol:

Column % Count Column Comparisons	Female	Other gender identity	Male	Prefer not to say	NET
Yes	15% 22	30% 3	11% 18	4% 1	13% 44
		D			-
No	82% 121	60% 6	87% 144	56% 14	82% 285
	D	B D			-
Don't know	1% 2	0% 0	1% 1	0% 0	1% 3
					-
Prefer not to say	2% 3	10% 1	2% 3	40% 10	5% 17
			A C		-
NET	100% 148	100% 10	100% 166	100% 25	100% 349
	-	-	-	-	-
Column Names	A	B	C	D	E

Do you consider yourself to be a person with a disability? by Gender

sample size = 349; 95% confidence level; Column comparison symbols: A, B, C... (confidence level >= 95%); No test symbol: -; Not significant symbol:

Column % Count Column Comparisons	Female	Other gender identity	Male	Prefer not to say	NET
Yes, I speak a language other than English	22% 32	60% 6	38% 63	16% 4	30% 105
		A D	A D		-
Yes, someone else in my household speaks a language other than English	12% 18	30% 3	23% 38	8% 2	17% 61
			A		-
No, no one speaks a language other than English	66% 98	40% 4	46% 76	32% 8	53% 186
	C D				-
Prefer not to say	5% 8	0% 0	4% 6	44% 11	7% 25
			A B C		-
NET	100% 148	100% 10	100% 166	100% 25	100% 349
	-	-	-	-	-
Column Names	A	B	C	D	E

Do you or anyone in your household speak any languages other than English? by Gender
 sample size = 349; 95% confidence level; Column comparison symbols: A, B, C... (confidence level >= 95%); No test symbol: -; Not significant symbol:

Column Comparisons	Female	Other gender identity	Male	Prefer not to say	NET
				Count	
Cantonese/Chinese/Mandarin	3%	20%	13%	0%	8%
	4	2	22	0	28
	A	D	A		-
French (including Patois, Cajun)	3%	0%	5%	4%	4%
	4	0	9	1	14
					-
Hindi	1%	0%	2%	0%	1%
	2	0	3	0	5
					-
Japanese	2%	0%	3%	0%	2%
	3	0	5	0	8
					-
Korean	0%	0%	1%	0%	1%
	0	0	2	0	2
					-
Persian	1%	0%	1%	0%	1%
	1	0	2	0	3
					-
Russian	3%	0%	2%	0%	2%
	4	0	3	0	7
					-
Spanish or Spanish Creole	4%	0%	5%	4%	5%
	6	0	9	1	16
					-
Tagalog	1%	0%	1%	0%	1%
	1	0	1	0	2
					-
Vietnamese	1%	0%	1%	0%	1%
	1	0	1	0	2
					-
Other Asian languages	1%	0%	2%	0%	2%
	2	0	4	0	6
					-
	1%	0%	1%	0%	1%

Column % Count Column Comparisons	Female	Other gender identity	Male	Prefer not to say	NET
	0%	0%	0%	0%	0%
Not at all	0	0	0	0	0
	-	-	-	-	-
Not well	0%	0%	0%	0%	0%
	0	0	0	0	0
	-	-	-	-	-
Well	10%	0%	2%	0%	4%
	4	0	2	0	6
	-	-	-	-	-
Very well	90%	100%	98%	83%	95%
	38	6	82	5	131
	-	-	-	-	-
Prefer not to say	0%	0%	0%	17%	1%
	0	0	0	1	1
	-	-	-	-	-
NET	100%	100%	100%	100%	100%
	42	6	84	6	138
	-	-	-	-	-
Column Names	A	B	C	D	E

How well do you speak English? by Gender

sample size = 138; total sample size = 349; 211 missing; 95% confidence level; Column comparison symbols: A, B, C...
(confidence level >= 95%); No test symbol: -; Not significant symbol:

Column % Count Column Comparisons	Female	Other gender identity	Male	Prefer not to say	NET
	2%	0%	3%	0%	2%
Less than \$20,000	3	0	5	0	8
	3%	0%	1%	0%	1%
\$20,000 to less than \$35,000	4	0	1	0	5
	3%	0%	1%	0%	2%
\$35,000 to less than \$50,000	5	0	2	0	7
	6%	10%	3%	8%	5%
\$50,000 to less than \$75,000	9	1	5	2	17
	9%	10%	11%	0%	9%
\$75,000 to less than \$100,000	13	1	18	0	32
	14%	20%	11%	8%	12%
\$100,000 to less than \$150,000	20	2	19	2	43
	7%	10%	10%	4%	8%
\$150,000 to less than \$200,000	10	1	17	1	29
	34%	40%	43%	12%	37%
\$200,000 or more	50	4	72	3	129
	D		D		-
Prefer not to say	23%	10%	16%	68%	23%
	34	1	27	17	79
			A B C		-
NET	100%	100%	100%	100%	100%
	148	10	166	25	349
	-	-	-	-	-
Column Names	A	B	C	D	E

What is the approximate total annual income of all members of your household? by Gender
 sample size = 349; 95% confidence level; Column comparison symbols: A, B, C... (confidence level >= 95%); No test symbol: -; Not significant symbol:



Appendix IV - Crosstabs - Age





Notable Differences Among Age Groups

Older age groups (55-64, 65+) generally express higher levels of concern regarding speed and safety issues on various types of streets, and are more likely to support reducing speed limits. They also show higher agreement that lower speed limits would improve quality of life and safety for people walking as well as people driving.

Younger age groups (18-34, 35-54) tend to be less concerned about speed limits, more likely to perceive current speed limits as "too slow," and more likely to oppose reducing speed limits if it increases travel times. They are also more likely to indicate they would ignore lower speed limits.

There are also distinct patterns in modal use and safety perception, with older age groups less likely to bike and more likely to feel unsafe walking on high-speed streets, while younger age groups show more varied engagement with different modes of transport and associated safety perceptions.



How to Read Crosstabs - Summary

This table breaks down how our survey respondents perceive speed limits on higher-speed streets, specifically showing if their opinion varied based on age groups (18-34, 35-54, 55-64, 65+). Each percentage you see is the proportion of people *within that age group* who gave that answer.

The most important part for finding actionable insights are the **letters** under some percentages. These letters tell us when a difference in opinion among age groups is **statistically significant**, meaning it's likely to be a real difference and not just random chance.

Column Comparisons	Column %	18-34	35-54	55-64	65+	NET
	Count					
Much too slow		33% 24 B C D	20% 26 C D	7% 4	1% 1	16% 55 -
Somewhat too slow		18% 13 D	27% 35	16% 9	9% 8	19% 65 -
About right		23% 17 A	42% 55 A B	59% 34 A B	72% 63 A B	48% 169 -
Somewhat too fast		12% 9 B	5% 7	14% 8	11% 10	10% 34 -
Much too fast		14% 10 -	6% 8 -	5% 3 -	6% 5 -	7% 26 -
NET		100% 73 -	100% 131 -	100% 58 -	100% 87 -	100% 349 -
	Column Names	A	B	C	D	E



How to Read Crosstabs - Structure

Rows: These represent the different answer options to the survey question.

Columns: These represent the different age categories. There's also a "NET" column which represents the total or average across all age groups.

Cells: Each cell contains a percentage. This percentage represents the proportion of respondents within that specific age category who chose that particular answer option.

Column %: This indicates that the percentages in the table are calculated vertically, meaning each column sums to 100% (or very close to it, due to rounding). This tells you the distribution of responses *within* each age group.

Column % Count	18-34	35-54	55-64	65+	NET
Column Comparisons					
Much too slow	33% 24 B C D	20% 26 C D	7% 4	1% 1	16% 55 -
Somewhat too slow	18% 13 D	27% 35	16% 9	9% 8	19% 65 -
About right	23% 17 A	42% 55 A B	59% 34 A B	72% 63 A B	48% 169 -
Somewhat too fast	12% 9 B	5% 7	14% 8	11% 10	10% 34 -
Much too fast	14% 10	6% 8	5% 3	6% 5	7% 26 -
NET	100% 73 -	100% 131 -	100% 58 -	100% 87 -	100% 349 -

Column Comparisons (A, B, C, D): These letters (A, B, C, D) underneath some percentages are statistical significance indicators. They tell you if the percentage in that cell is significantly different from the percentages in other specified columns.

How to read them: If a letter (e.g., "D") appears under a percentage, it means that the percentage is significantly different (at a 95% confidence level, as stated in the footer) from the column represented by that letter. For instance, in the "Much too slow" row, under the "18-34" column, you see "B C D." This means that 33% of 18-34-year-olds finding speed limits "Much too slow" is significantly higher than the percentages of 35-54-year-olds (column B), 55-64-year-olds (column C), and 65+ year-olds (column D) who feel the same way.

These comparisons help identify statistically meaningful differences between age groups, rather than just random variations.



How to Read Crosstabs - Interpreting the Data (Row by Row)

"Much too slow" Row:

- 18-34 (33% B C D): 33% of 18-34-year-olds think speed limits are much too slow. The letters "B C D" indicate that this 33% is significantly higher than the 20% of 35-54-year-olds, 7% of 55-64-year-olds, and 1% of 65+ year-olds who feel the same. This suggests younger adults are more likely to find speed limits much too slow.
- 65+ (1%): Only 1% of respondents aged 65 and over think speed limits are much too slow. The absence of letters here indicates this is not significantly higher from other groups.

"Somewhat too slow" Row:

- 35-54 (27% D): 27% of 35-54-year-olds think speed limits are somewhat too slow. The "D" next to it means this is significantly higher than the 9% of 65+ year-olds who feel this way.

"About right" Row:

- 55-64 (59% A B): 59% of 55-64-year-olds think speed limits are about right. The "A B" indicates this is significantly higher than the 23% of 18-34-year-olds and 42% of 35-54-year-olds. This highlights that older age groups are more likely to perceive speed limits as appropriate.
- 65+ (72% A B): A substantial 72% of 65+ year-olds believe speed limits are about right, and this is also significantly higher than the younger age groups (under 55).

"Somewhat too fast" Row:

- 55-64 (14% B): 14% of 55-64-year-olds think speed limits are somewhat too fast. The "B" indicates this is significantly higher than the 5% of 35-54-year-olds who think so.

Column Comparisons	Column %	18-34	35-54	55-64	65+	NET
	Count					
Much too slow	33%	20%	7%	1%	16%	
	24	26	4	1	55	
	B C D	C D				-
Somewhat too slow	18%	27%	16%	9%	19%	
	13	35	9	8	65	
	D					-
About right	23%	42%	59%	72%	48%	
	17	55	34	63	169	
	A	A B	A B			-
Somewhat too fast	12%	5%	14%	11%	10%	
	9	7	8	10	34	
	B					-
Much too fast	14%	6%	5%	6%	7%	
	10	8	3	5	26	
NET	100%	100%	100%	100%	100%	100%
	73	131	58	87	349	
	-	-	-	-	-	-
Column Names	A	B	C	D	E	

In general, do you think the speed limits along higher speed streets in Bellevue are... by Age Categories 46
sample size = 349; 95% confidence level; Column comparison symbols: A, B, C... (confidence level >= 95%); No test symbol: -; Not significant symbol:

Column %	18-34	35-54	55-64	65+	NET
Column Comparisons					
Not at all	15%	10%	3%	0%	7%
	11	13	2	0	26
	C D	D			-
A small amount	15%	22%	16%	17%	18%
	11	29	9	15	64
					-
A moderate amount	26%	28%	28%	24%	27%
	19	37	16	21	93
					-
A lot	14%	21%	29%	26%	22%
	10	28	17	23	78
		A	A		-
A great deal	30%	18%	24%	32%	25%
	22	24	14	28	88
			B		-
NET	100%	100%	100%	100%	100%
	73	131	58	87	349
	-	-	-	-	-
Column Names	A	B	C	D	E

How much do you think the speed of cars on major streets affects the safety of people driving, walking, and bicycling?
 by Age Categories
 sample size = 349; 95% confidence level; Column comparison symbols: A, B, C... (confidence level $\geq 95\%$); No test symbol: -; Not significant symbol:

Average Column Comparisons	18-34	35-54	55-64	65+	NET
Column Names	A	B	C	D	E
Numeric - How much do you think the speed of cars on major streets affects the safety of people driving, walking, and bicycling?	3.3	3.2	3.6	3.7	3.4
		B	A B	-	

Numeric - How much do you think the speed of cars on major streets affects the safety of people driving, walking, and bicycling? by Age Categories
 sample size = 349; 95% confidence level; Column comparison symbols: A, B, C... (confidence level >= 95%); No test symbol: -; Not significant symbol:

Column % Count	Most					2nd					3rd				
	18-34	35-54	55-64	65+	NET	18-34	35-54	55-64	65+	NET	18-34	35-54	55-64	65+	
Column Names	Column Comparisons														
Near schools	58%	69%	60%	59%	62%	15%	14%	29%	26%	20%	12%	7%	5%	9%	
	42	90	35	51	218	11	18	17	23	69	9	9	3	8	
	A	B	C	D	E	A	B	C	D	E	A	B	C	D	
Near parks	5%	9%	9%	3%	7%	41%	45%	41%	32%	40%	22%	29%	26%	37%	
	4	12	5	3	24	30	59	24	28	141	16	38	15	32	
	A	B	C	D	E	A	B	C	D	E	A	B	C	D	A
Near hospitals	8%	1%	3%	2%	3%	12%	13%	10%	17%	13%	32%	14%	21%	20%	
	6	1	2	2	11	9	17	6	15	47	23	18	12	17	
	A	B	C	D	E	A	B	C	D	E	A	B	C	D	
Near community centers	3%	1%	2%	2%	2%	23%	15%	9%	7%	14%	19%	27%	31%	21%	
	2	1	1	2	6	17	20	5	6	48	14	35	18	18	
	A	B	C	D	E	A	B	C	D	E	A	B	C	D	
Near or in commercial centers	26%	21%	26%	33%	26%	8%	13%	10%	17%	13%	15%	24%	17%	14%	
	19	27	15	29	90	6	17	6	15	44	11	31	10	12	
	A	B	C	D	E	A	B	C	D	E	A	B	C	D	
NET	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
	73	131	58	87	349	73	131	58	87	349	73	131	58	87	
	A	B	C	D	E	A	B	C	D	E	A	B	C	D	

Which locations concern you most when it comes to the speeds people drive and safety? by Age Categories
 sample size = 349; 95% confidence level; Column comparison symbols: A, B, C... (confidence level >= 95%); No test symbol: -; Not significant symbol:

Column Comparisons	Column %	18-34	35-54	55-64	65+	NET
	Count					
Streets that connect to freeways - Not at all concerned	47%	45%	28%	18%	36%	
	34	59	16	16	125	
	C D	C D			-	
Streets that connect to freeways - Slightly concerned	8%	21%	24%	25%	20%	
	6	27	14	22	69	
	A	A		A	-	
Streets that connect to freeways - Somewhat concerned	15%	21%	17%	29%	21%	
	11	28	10	25	74	
			A		-	
Streets that connect to freeways - Very concerned	16%	6%	14%	21%	13%	
	12	8	8	18	46	
	B			B	-	
Streets that connect to freeways - Extremely concerned	14%	7%	17%	7%	10%	
	10	9	10	6	35	
		B			-	
Two-lane streets (streets with one lane for each direction) - Not at all concerned	36%	27%	14%	6%	21%	
	26	36	8	5	75	
	C D	C D			-	
Two-lane streets (streets with one lane for each direction) - Slightly concerned	21%	21%	26%	21%	22%	
	15	28	15	18	76	
					-	
Two-lane streets (streets with one lane for each direction) - Somewhat concerned	26%	23%	33%	29%	27%	
	19	30	19	25	93	
					-	
Two-lane streets (streets with one lane for each direction) - Very concerned	14%	19%	14%	34%	21%	
	10	25	8	30	73	
			A B C		-	
Two-lane streets (streets with one lane for each direction) - Extremely concerned	4%	9%	14%	10%	9%	
	3	12	8	9	32	
		A			-	
Multi-lane streets - Not at all concerned	36%	37%	22%	10%	28%	
	26	48	13	9	96	
	D	D	D		-	
	16%	17%	12%	23%	17%	

Average Column Comparisons	18-34	35-54	55-64	65+	NET
Streets without sidewalks	2.7	3.2	3.3	3.7	3.2
		A	A	A B	-
Streets with bike lanes	2.8	3.0	3.1	3.6	3.1
				A B C	-
Two-lane streets (streets with one lane for each direction)	2.3	2.6	2.9	3.2	2.7
			A	A B	-
Multi-lane streets	2.6	2.5	2.8	3.0	2.7
				B	-
Streets with sidewalks	2.6	2.5	2.6	3.0	2.7
				B	-
Streets that connect to freeways	2.4	2.1	2.7	2.7	2.4
			B	B	-
SUM	15.5	15.9	17.4	19.2	16.9
				A B	-
Column Names	A	B	C	D	E

Numeric - Please rate your concern about speed-related issues for each of these types of streets. by Age Categories
 sample size = 349; 95% confidence level; Column comparison symbols: A, B, C... (confidence level >= 95%); No test symbol: -; Not significant symbol:

Column % Count	First					Second					Third				
	Column Names					Column Comparisons					Column Comparisons				
	18-34	35-54	55-64	65+	NET	18-34	35-54	55-64	65+	NET	18-34	35-54	55-64	65+	
Streets where many or serious crashes have happened before	53%	56%	62%	60%	58%	40%	37%	33%	32%	36%	7%	6%	5%	5%	8%
	39	74	36	52	201	29	49	19	28	125	5	8	3	3	7
	A	B	C	D	E	A	B	C	D	E	A	B	C	D	
Streets signed for higher speeds, such as 40 mph	4%	3%	7%	3%	4%	11%	9%	5%	13%	10%	85%	88%	88%	88%	84%
	3	4	4	3	14	8	12	3	11	34	62	115	51	73	
	A	B	C	D	E	A	B	C	D	E	A	B	C	D	
Streets next to places where lots of people walk or bike	42%	40%	31%	37%	38%	49%	53%	62%	55%	54%	8%	6%	7%	8%	
	31	53	18	32	134	36	70	36	48	190	6	8	4	7	
	A	B	C	D	E	A	B	C	D	E	A	B	C	D	
NET	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
	73	131	58	87	349	73	131	58	87	349	73	131	58	87	87
	A	B	C	D	E	A	B	C	D	E	A	B	C	D	
	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

When deciding where to slow down traffic, which factors should be the top priority? by Age Categories
 sample size = 349; 95% confidence level; Column comparison symbols: A, B, C... (confidence level >= 95%); No test symbol: -; Not significant symbol:

Column %	18-34	35-54	55-64	65+	NET
Column Comparisons	33%	20%	7%	1%	16%
Much too slow	24	26	4	1	55
	B C D	C D			-
Somewhat too slow	18%	27%	16%	9%	19%
	13	35	9	8	65
		D			-
About right	23%	42%	59%	72%	48%
	17	55	34	63	169
		A	A B	A B	-
Somewhat too fast	12%	5%	14%	11%	10%
	9	7	8	10	34
		B			-
Much too fast	14%	6%	5%	6%	7%
	10	8	3	5	26
					-
NET	100%	100%	100%	100%	100%
	73	131	58	87	349
	-	-	-	-	-
Column Names	A	B	C	D	E

In general, do you think the speed limits along higher speed streets in Bellevue are... by Age Categories

sample size = 349; 95% confidence level; Column comparison symbols: A, B, C... (confidence level $\geq 95\%$); No test symbol: -; Not significant symbol:

Column %	18-34	35-54	55-64	65+	NET
Count					
Column Comparisons	1%	3%	3%	0%	2%
I do not typically do this	1	4	2	0	7
1-2 days per month	7%	0%	3%	5%	3%
	5	0	2	4	11
	B		B	B	-
About 1 day per week	8%	8%	2%	10%	8%
	6	11	1	9	27
			C		-
2-3 days per week	12%	14%	9%	24%	15%
	9	18	5	21	53
			B C		-
4-6 days per week	21%	23%	24%	24%	23%
	15	30	14	21	80
					-
Nearly every day	51%	52%	59%	37%	49%
	37	68	34	32	171
	D		D		-
NET	100%	100%	100%	100%	100%
	73	131	58	87	349
	-	-	-	-	-
Column Names	A	B	C	D	E

In a typical month, how often do you drive on streets with a speed limit of 30 mph or greater? by Age Categories
 sample size = 349; 95% confidence level; Column comparison symbols: A, B, C... (confidence level >= 95%); No test symbol: -;
 Not significant symbol:

Column %	18-34	35-54	55-64	65+	NET
Column Comparisons	0%	6%	4%	5%	4%
Very unsafe	0	7	2	4	13
	A				
Somewhat unsafe	15%	6%	11%	10%	10%
	11	7	6	9	33
	B				
Neutral	14%	13%	20%	23%	17%
	10	17	11	20	58
				-	
Somewhat safe	17%	20%	20%	24%	20%
	12	26	11	21	70
				-	
Very safe	54%	55%	46%	38%	49%
	39	70	26	33	168
	D	D			
NET	100%	100%	100%	100%	100%
	72	127	56	87	342
	-	-	-	-	-
Column Names	A	B	C	D	E

How safe do you feel driving along streets with a speed limit of 30 mph or greater? by Age Categories

sample size = 342; total sample size = 349; 7 missing; 95% confidence level; Column comparison symbols: A, B, C...
(confidence level >= 95%); No test symbol: -; Not significant symbol:

Average Column Comparisons	18-34	35-54	55-64	65+	NET
Numeric - How safe do you feel driving along streets with a speed limit of 30 mph or greater?	4.1	4.1	3.9	3.8	4.0
	D				-
Column Names	A	B	C	D	E

Numeric - How safe do you feel driving along streets with a speed limit of 30 mph or greater? by Age Categories
 sample size = 342; total sample size = 349; 7 missing; 95% confidence level; Column comparison symbols: A, B, C... (confidence level >= 95%); No test symbol: -; Not significant symbol:

Column %	18-34	35-54	55-64	65+	NET
Count	58%	69%	74%	90%	72%
Column Comparisons	42	90	43	78	253
I do not typically do this			A	A B C	-
1-2 days per month	12%	14%	10%	3%	10%
	9	18	6	3	36
	D	D			-
About 1 day per week	7%	6%	7%	0%	5%
	5	8	4	0	17
	D	D	D		-
2-3 days per week	10%	5%	5%	5%	6%
	7	6	3	4	20
					-
4-6 days per week	5%	4%	3%	1%	3%
	4	5	2	1	12
					-
Nearly every day	8%	3%	0%	1%	3%
	6	4	0	1	11
	C D				-
NET	100%	100%	100%	100%	100%
	73	131	58	87	349
	-	-	-	-	-
Column Names	A	B	C	D	E

In a typical month, how often do you bike on streets with a speed limit of 30 mph or greater? by Age Categories
 sample size = 349; 95% confidence level; Column comparison symbols: A, B, C... (confidence level >= 95%); No test symbol: -;
 Not significant symbol:

Column %	18-34	35-54	55-64	65+	NET
Column Comparisons					
Very unsafe	42%	34%	33%	33%	36%
	13	14	5	3	35
Somewhat unsafe	16%	32%	20%	11%	23%
	5	13	3	1	22
Neutral	6%	7%	13%	11%	8%
	2	3	2	1	8
Somewhat safe	10%	5%	20%	33%	11%
	3	2	3	3	11
Very safe	26%	22%	13%	11%	21%
	8	9	2	1	20
NET	100%	100%	100%	100%	100%
	31	41	15	9	96
Column Names	A	B	C	D	E

How safe do you feel biking along streets with a speed limit of 30 mph or greater? by Age Categories

sample size = 96; total sample size = 349; 253 missing; 95% confidence level; Column comparison symbols: A, B, C...
(confidence level >= 95%); No test symbol: -; Not significant symbol:

Average Column Comparisons	18-34	35-54	55-64	65+	NET
Column Names	A	B	C	D	E
Numeric - How safe do you feel biking along streets with a speed limit of 30 mph or greater?	2.6	2.5	2.6	2.8	2.6

Numeric - How safe do you feel biking along streets with a speed limit of 30 mph or greater? by Age Categories
 sample size = 96; total sample size = 349; 253 missing; 95% confidence level; Column comparison symbols: A, B, C... (confidence level >= 95%); No test symbol: -; Not significant symbol:

Column %	18-34	35-54	55-64	65+	NET
Count					
Column Comparisons					
I do not typically do this	7%	21%	19%	33%	21%
	5	27	11	29	72
	A	A	A B	-	
1-2 days per month	18%	18%	16%	21%	18%
	13	24	9	18	64
	-	-	-	-	
About 1 day per week	16%	11%	12%	10%	12%
	12	15	7	9	43
	-	-	-	-	
2-3 days per week	27%	24%	16%	13%	20%
	20	31	9	11	71
	D	D	-	-	
4-6 days per week	11%	8%	22%	6%	10%
	8	10	13	5	36
	-	-	B D	-	
Nearly every day	21%	18%	16%	17%	18%
	15	24	9	15	63
	-	-	-	-	
NET	100%	100%	100%	100%	100%
	73	131	58	87	349
	-	-	-	-	-
Column Names	A	B	C	D	E

In a typical month, how often do you walk along streets with a speed limit of 30 mph or greater? by Age Categories
 sample size = 349; 95% confidence level; Column comparison symbols: A, B, C... (confidence level $\geq 95\%$); No test symbol: -;
 Not significant symbol: ~

Column %	18-34	35-54	55-64	65+	NET
Column Comparisons					
Very unsafe	24%	11%	11%	12%	14%
	16	11	5	7	39
	B				-
Somewhat unsafe	15%	26%	34%	29%	25%
	10	27	16	17	70
		A		A	-
Neutral	16%	17%	15%	16%	16%
	11	18	7	9	45
					-
Somewhat safe	15%	18%	19%	29%	20%
	10	19	9	17	55
			A		-
Very safe	31%	28%	21%	14%	25%
	21	29	10	8	68
	D	D			-
NET	100%	100%	100%	100%	100%
	68	104	47	58	277
	-	-	-	-	-
Column Names	A	B	C	D	E

How safe do you feel walking along streets with a speed limit of 30 mph or greater? by Age Categories

sample size = 277; total sample size = 349; 72 missing; 95% confidence level; Column comparison symbols: A, B, C...
(confidence level >= 95%); No test symbol: -; Not significant symbol:

Average Column Comparisons	18-34	35-54	55-64	65+	NET
Numeric - How safe do you feel walking along streets with a speed limit of 30 mph or greater?	3.1	3.3	3.1	3.0	3.2
Column Names	A	B	C	D	E

Numeric - How safe do you feel walking along streets with a speed limit of 30 mph or greater? by Age Categories
 sample size = 277; total sample size = 349; 72 missing; 95% confidence level; Column comparison symbols: A, B, C... (confidence level >= 95%); No test symbol: -; Not significant symbol:

Column Comparisons	Column %	18-34	35-54	55-64	65+	NET
	Count					
Improve the quality of life for people who live along the street - Strongly disagree	25%	24%	17%	10%	20%	
	18	32	10	9	69	
	D	D			-	
Improve the quality of life for people who live along the street - Somewhat disagree	11%	13%	17%	10%	13%	
	8	17	10	9	44	
					-	
Improve the quality of life for people who live along the street - Neutral	16%	18%	17%	17%	17%	
	12	23	10	15	60	
					-	
Improve the quality of life for people who live along the street - Somewhat agree	18%	25%	17%	39%	26%	
	13	33	10	34	90	
			A B C		-	
Improve the quality of life for people who live along the street - Strongly agree	30%	20%	31%	23%	25%	
	22	26	18	20	86	
					-	
Improve the safety or comfort for people walking along or across the street - Strongly disagree	26%	21%	24%	9%	19%	
	19	27	14	8	68	
	D	D	D		-	
Improve the safety or comfort for people walking along or across the street - Somewhat disagree	7%	18%	10%	9%	12%	
	5	23	6	8	42	
		A			-	
Improve the safety or comfort for people walking along or across the street - Neutral	19%	18%	14%	21%	18%	
	14	24	8	18	64	
					-	
Improve the safety or comfort for people walking along or across the street - Somewhat agree	21%	23%	24%	39%	27%	
	15	30	14	34	93	
			A B		-	
Improve the safety or comfort for people walking along or across the street - Strongly agree	27%	21%	28%	22%	23%	
	20	27	16	19	82	
					-	
Improve the safety or comfort for people biking along or across the street - Strongly disagree	23%	18%	17%	6%	16%	
	17	24	10	5	56	
	D	D	D		-	
	12%	10%	19%	14%	13%	

Average Column Comparisons	18-34	35-54	55-64	65+	NET
Improve the quality of life for people who live along the street	3.2	3.0	3.3	3.5	3.2
Improve the safety or comfort for people walking along or across the street	3.2	3.1	3.2	3.6	3.2
Improve the safety or comfort for people biking along or across the street	3.2	3.3	3.2	3.5	3.3
Improve the safety or comfort for drivers entering and exiting the street	3.0	2.9	3.1	3.3	3.0
Increase delays and congestion	3.8	4.0	3.5	3.7	3.8
Increase frustration for people driving	4.1	4.2	3.8	3.9	4.0
Increase aggressive driving behavior	3.5	3.5	3.5	3.7	3.6
Increase the number of people ignoring the speed limit	4.0	4.0	4.1	4.2	4.1
SUM	27.9	28.0	27.7	29.4	28.3
Column Names	A	B	C	D	E

Numeric - Agreement with possible outcomes of reducing speed limits along some higher-speed streets. by Age Categories
 sample size = 349; 95% confidence level; Column comparison symbols: A, B, C... (confidence level >= 95%); No test symbol: -; Not significant symbol:

	18-34	35-54	55-64	65+	NET
Column Comparisons					
I think most drivers will follow the lower speed limits	25%	26%	22%	30%	26%
	18	34	13	26	91
I think most drivers will ignore the lower speed limits	75%	74%	78%	70%	74%
	55	97	45	61	258
NET	100%	100%	100%	100%	100%
	73	131	58	87	349
	-	-	-	-	-
Column Names	A	B	C	D	E

If speed limits are lowered, do you think most drivers will follow the lower speed limits or ignore them? by Age Categories
 sample size = 349; 95% confidence level; Column comparison symbols: A, B, C... (confidence level >= 95%); No test symbol: -; Not significant symbol:

Column %	18-34	35-54	55-64	65+	NET
Column Comparisons	56%	63%	66%	80%	66%
I will follow the lower speed limits	41	82	38	70	231
			A B C		-
I will ignore the lower speed limits	44%	37%	34%	20%	34%
	32	49	20	17	118
	D	D	D		-
	100%	100%	100%	100%	100%
NET	73	131	58	87	349
	-	-	-	-	-
Column Names	A	B	C	D	E

If speed limits are lowered, will you follow the lower speed limits or ignore them? by Age Categories

sample size = 349; 95% confidence level; Column comparison symbols: A, B, C... (confidence level >= 95%); No test symbol: -; Not significant symbol:

Column %	18-34	35-54	55-64	65+	NET
Column Comparisons	51%	47%	34%	25%	40%
Strongly oppose	37	61	20	22	140
	D	D			-
Somewhat oppose	7%	17%	16%	21%	15%
	5	22	9	18	54
	A		A		-
Neutral	7%	10%	14%	9%	10%
	5	13	8	8	34
				-	
Somewhat support	10%	9%	21%	20%	14%
	7	12	12	17	48
	B		B		-
Strongly support	26%	18%	16%	25%	21%
	19	23	9	22	73
				-	
NET	100%	100%	100%	100%	100%
	73	131	58	87	349
	-	-	-	-	-
Column Names	A	B	C	D	E

To improve road safety in Bellevue, would you support reducing speed limits, even if it meant an increase in travel times? by Age Categories

sample size = 349; 95% confidence level; Column comparison symbols: A, B, C... (confidence level $\geq 95\%$); No test symbol: -; Not significant symbol:

Average Column Comparisons	18-34	35-54	55-64	65+	NET
Column Names	A	B	C	D	E
Numeric - To improve road safety in Bellevue, would you support reducing speed limits, even if it meant an increase in travel times?	2.5	2.3	2.7	3.0	2.6
	B	-			

Numeric - To improve road safety in Bellevue, would you support reducing speed limits, even if it meant an increase in travel times? by Age Categories
 sample size = 349; 95% confidence level; Column comparison symbols: A, B, C... (confidence level \geq 95%); No test symbol: -; Not significant symbol:

Column %		18-34	35-54	55-64	65+	NET
Column Comparisons	Count	11%	10%	9%	6%	9%
Strongly disagree 0		8	13	5	5	31
1		3%	3%	3%	1%	3%
		2	4	2	1	9
2		1%	2%	2%	2%	2%
		1	3	1	2	7
3		0%	2%	3%	2%	2%
		0	2	2	2	6
4		3%	1%	5%	1%	2%
		2	1	3	1	7
5		4%	11%	14%	6%	9%
		3	15	8	5	31
6		0%	4%	2%	1%	2%
		0	5	1	1	7
7		4%	5%	2%	1%	3%
		3	6	1	1	11
8		4%	7%	3%	14%	7%
		3	9	2	12	26
9		10%	8%	3%	3%	6%
		7	10	2	3	22
Strongly agree 10		60%	48%	53%	62%	55%
		44	63	31	54	192
		B		-		
		100%	100%	100%	100%	100%

Column %	18-34		35-54		55-64	
Column Comparisons	Count	18-34	35-54	55-64	65+	NET
Strongly disagree		14%	13%	12%	7%	11%
Strongly disagree	10	17	7	6	40	-
Somewhat disagree		4%	5%	10%	6%	6%
Somewhat disagree	3	6	6	5	20	-
Neutral		4%	11%	14%	6%	9%
Neutral	3	15	8	5	31	-
	A					
Somewhat agree		8%	15%	7%	16%	13%
Somewhat agree	6	20	4	14	44	-
Strongly agree		70%	56%	57%	66%	61%
Strongly agree	51	73	33	57	214	-
	B					
NET		100%	100%	100%	100%	100%
NET	73	131	58	87	349	-
Column Names	A	B	C	D	E	

CONDENSED Saving a few minutes on the road is never worth risking someone's life. 2 by Age Categories

sample size = 349; 95% confidence level; Column comparison symbols: A, B, C... (confidence level >= 95%); No test symbol: -; Not significant symbol:

Average Column Comparisons	18-34	35-54	55-64	65+	NET
Column Names	A	B	C	D	E
Numeric - Saving a few minutes on the road is never worth risking someone's life.	7.9	7.3	7.2	8.2	7.6
			B	-	

Numeric - Saving a few minutes on the road is never worth risking someone's life. by Age Categories
 sample size = 349; 95% confidence level; Column comparison symbols: A, B, C... (confidence level >= 95%); No test symbol: -; Not significant symbol:

Column Comparisons	Column %	18-34	35-54	55-64	65+	NET
	Count					
Adding speed cushions, speed bumps, or speed tables - Very ineffective	30%	19%	14%	11%	19%	
	22	25	8	10	65	
	C D					-
Adding speed cushions, speed bumps, or speed tables - Somewhat ineffective	16%	11%	17%	13%	14%	
	12	15	10	11	48	
						-
Adding speed cushions, speed bumps, or speed tables - Neutral	7%	15%	12%	14%	13%	
	5	20	7	12	44	
						-
Adding speed cushions, speed bumps, or speed tables - Somewhat effective	27%	34%	38%	36%	34%	
	20	45	22	31	118	
						-
Adding speed cushions, speed bumps, or speed tables - Very effective	19%	20%	19%	26%	21%	
	14	26	11	23	74	
						-
Adding median islands - Very ineffective	16%	11%	10%	8%	11%	
	12	14	6	7	39	
						-
Adding median islands - Somewhat ineffective	4%	11%	10%	9%	9%	
	3	14	6	8	31	
						-
Adding median islands - Neutral	14%	16%	12%	21%	16%	
	10	21	7	18	56	
						-
Adding median islands - Somewhat effective	29%	40%	47%	49%	41%	
	21	53	27	43	144	
			A	A	-	
Adding median islands - Very effective	37%	22%	21%	13%	23%	
	27	29	12	11	79	
	B C D					-
Adding radar speed feedback signs - Very ineffective	36%	22%	9%	9%	19%	
	26	29	5	8	68	
	B C D	C D			-	
	19%	18%	19%	8%	16%	

Average Column Comparisons	18-34	35-54	55-64	65+	NET
Adding speed cushions, speed bumps, or speed tables	2.9	3.2	3.3	3.5	3.3
Adding median islands	3.7	3.5	3.6	3.5	3.6
Adding radar speed feedback signs	2.5	3.0	3.3	3.7	3.1
Adding speed cameras	2.7	3.2	3.6	3.6	3.3
Reducing lane widths or repurposing underutilized lanes to add sidewalks or bike lanes	3.6	3.3	3.2	3.0	3.3
Reducing lane widths or repurposing underutilized lanes to add on-street parking	2.7	2.5	2.6	2.6	2.6
SUM	18.0	18.7	19.6	20.0	19.0
Column Names	A	B	C	D	E

Numeric - Effectiveness of Traffic Calming Measures by Age Categories

sample size = 349; 95% confidence level; Column comparison symbols: A, B, C... (confidence level >= 95%); No test symbol: -; Not significant symbol:

Column Comparisons	Column %					
	Count	18-34	35-54	55-64	65+	NET
		15%	9%	9%	9%	10%
Installing raised crosswalks - Very ineffective		11	12	5	8	36
Installing raised crosswalks - Somewhat ineffective		4	10	7	7	28
Installing raised crosswalks - Neutral		9	21	14	15	59
Installing raised crosswalks - Somewhat effective		23	61	22	48	154
Installing raised crosswalks - Very effective		26	27	10	9	72
Installing raised intersections - Very ineffective		18	12	8	7	45
Installing raised intersections - Somewhat ineffective		3	16	8	15	42
Installing raised intersections - Neutral		18	40	13	26	97
Installing raised intersections - Somewhat effective		18	41	21	33	113
Installing raised intersections - Very effective		16	22	8	6	52
Implementing turn hardening - Very ineffective		22	18	8	19	67
	B C					
	11%	20%	16%	14%	16%	

Average Column Comparisons	18-34	35-54	55-64	65+	NET
Installing raised crosswalks	3.7	3.6	3.4	3.5	3.6
Installing raised intersections	3.2	3.3	3.2	3.2	3.2
Implementing turn hardening	3.1	3.2	3.2	3.0	3.1
Adding curb bulb-outs	3.3	3.4	3.3	3.1	3.3
Reducing turning radii	3.1	3.1	3.0	2.9	3.0
Using speed cameras	2.5	3.0	3.4	3.6	3.1
SUM	18.7	19.6	19.5	19.3	19.3
Column Names	A	B	C	D	E

Numeric - Effectiveness of Intersection Safety Improvements by Age Categories

sample size = 349; 95% confidence level; Column comparison symbols: A, B, C... (confidence level $\geq 95\%$); No test symbol: -; Not significant symbol:

	Column %	18-34	35-54	55-64	65+	NET	Column Comparisons	
							Count	Column %
Slower speeds save lives. - Very ineffective		29%	22%	9%	14%	19%		
		21	29	5	12	67	C	D
Slower speeds save lives. - Somewhat ineffective		12%	23%	17%	9%	16%		
		9	30	10	8	57	D	
Slower speeds save lives. - Neutral		16%	23%	24%	25%	22%		
		12	30	14	22	78		-
Slower speeds save lives. - Somewhat effective		25%	19%	34%	36%	27%		
		18	25	20	31	94	B	B
Slower speeds save lives. - Very effective		18%	13%	16%	16%	15%		
		13	17	9	14	53		-
Driving just 5 mph slower can mean the difference between life and death in a crash. - Very ineffective		25%	18%	14%	8%	16%		
		18	24	8	7	57	D	D
Driving just 5 mph slower can mean the difference between life and death in a crash. - Somewhat ineffective		16%	17%	14%	20%	17%		
		12	22	8	17	59		-
Driving just 5 mph slower can mean the difference between life and death in a crash. - Neutral		18%	27%	28%	26%	25%		
		13	35	16	23	87		-
Driving just 5 mph slower can mean the difference between life and death in a crash. - Somewhat effective		18%	24%	22%	32%	24%		
		13	31	13	28	85		A
Driving just 5 mph slower can mean the difference between life and death in a crash. - Very effective		23%	15%	22%	14%	17%		
		17	19	13	12	61		-
Lower speeds make streets safer for everyone, especially kids, seniors, people with disabilities, and people walking or biking - Very ineffective		22%	21%	12%	9%	17%		
		16	27	7	8	58	D	D
		15%	23%	16%	14%	18%		

Average Column Comparisons	18-34	35-54	55-64	65+	NET
Slower speeds save lives.	2.9	2.8	3.3	3.3	3.0
		B		B	-
Driving just 5 mph slower can mean the difference between life and death in a crash.	3.0	3.0	3.3	3.2	3.1
				-	
Lower speeds make streets safer for everyone, especially kids, seniors, people with disabilities, and people walking or biking	3.1	2.8	3.3	3.5	3.1
		B		B	-
Speeding might save a minute, but it could cost a life.	3.2	2.9	3.4	3.5	3.2
		B		B	-
Reducing speed limits prevents deaths and serious injuries in crashes.	2.9	2.7	3.2	3.2	3.0
		B		B	-
Bellevue's streets should feel safe for everyone.	3.7	3.3	3.5	3.6	3.5
				-	
SUM	18.7	17.6	20.1	20.4	18.9
		B		B	-
Column Names	A	B	C	D	E

Numeric - Effectiveness of messaging on why lowering speeds improves safety by Age Categories
 sample size = 349; 95% confidence level; Column comparison symbols: A, B, C... (confidence level >= 95%); No test symbol: -; Not significant symbol:

Column Comparisons	Column %	18-34	35-54	55-64	65+	NET
	Count					
City webpage (BellevueWA.gov)	37%	37	40%	45%	48%	42%
	27	53	26	42	148	-
Flyers mailed to residents	51%	37	39%	55%	61%	50%
	37	51	32	53	173	-
Bellevue's project team attending community events (e.g., local farmers mar	27%	20	15%	21%	21%	20%
	B	19	12	18	69	-
City of Bellevue newsletters (e.g., It's Your City, Neighborhood News, etc.)	40%	29	32%	60%	72%	48%
	29	42	35	63	169	-
Email list	26%	19	24%	31%	41%	30%
	19	32	18	36	105	-
Posters displayed in local businesses and community spaces (e.g., coffee shop	44%	32	17%	26%	13%	23%
	B C D	22	15	11	80	-
Yard signs	26%	19	8%	12%	10%	13%
	B C D	10	7	9	45	-
Social media posts (e.g., Facebook, X, Bluesky, Nextdoor, Instagram)	58%	42	52%	47%	54%	53%
	42	68	27	47	184	-
Through your community association	15%	11	8%	14%	17%	13%
	11	11	8	15	45	-
Local news coverage (TV, radio, newspapers, online news articles)	40%	29	41%	45%	52%	44%
	29	54	26	45	154	-
Other (please specify)	5%	4	8%	7%	6%	7%
	4	11	4	5	24	-
	93%	91%	95%	98%	94%	

Column Comparisons	Column %	18-34	35-54	55-64	65+	NET
	Count					
	Column %					
City webpage	37%	37	40%	45%	48%	42%
Flyers mailed to residents	51%	37	39%	55%	61%	50%
Bellevue's project team attending community events	27%	20	15%	21%	21%	20%
City of Bellevue newsletters	40%	29	32%	60%	72%	48%
Email list	26%	19	24%	31%	41%	30%
Posters displayed in local businesses and community spaces	44%	32	17%	26%	13%	23%
Yard signs	26%	19	8%	12%	10%	13%
Social media posts	58%	42	52%	47%	54%	53%
Through your community association	15%	11	8%	14%	17%	13%
Local news coverage	40%	29	41%	45%	52%	44%
Other	5%	4	8%	7%	6%	7%
	7%		9%	5%	2%	6%

Column %	18-34	35-54	55-64	65+	NET
Column Comparisons	29%	44%	47%	48%	42%
Female	21	58	27	42	148
	A	A	A	-	
Other gender identity	10%	2%	0%	1%	3%
	7	2	0	1	10
	B	C	D	-	
Male	53%	46%	43%	48%	48%
	39	60	25	42	166
	-	-	-	-	-
Prefer not to say	8%	8%	10%	2%	7%
	6	11	6	2	25
	D	-	-	-	-
NET	100%	100%	100%	100%	100%
	73	131	58	87	349
	-	-	-	-	-
Column Names	A	B	C	D	E

Gender by Age Categories

sample size = 349; 95% confidence level; Column comparison symbols: A, B, C... (confidence level >= 95%); No test symbol: -; Not significant symbol:

Column %	18-34	35-54	55-64	65+	NET
Count					
Column Comparisons					
Other	5%	5%	3%	2%	4%
	4	6	2	2	14
Asian/Asian American	26%	19%	9%	3%	15%
	19	25	5	3	52
	C D	D			-
Black/African American	1%	3%	0%	0%	1%
	1	4	0	0	5
					-
Hispanic	3%	5%	0%	0%	3%
	2	7	0	0	9
		D			-
White	62%	63%	76%	84%	70%
	45	82	44	73	244
			A B		-
Prefer not to say	12%	13%	14%	10%	12%
	9	17	8	9	43
					-
NET	100%	100%	100%	100%	100%
	73	131	58	87	349
	-	-	-	-	-
Column Names	A	B	C	D	E

Race/Ethnicity Categories by Age Categories

sample size = 349; 95% confidence level; Column comparison symbols: A, B, C... (confidence level >= 95%); No test symbol: -
; Not significant symbol:

Column %	18-34	35-54	55-64	65+	NET
Column Comparisons	47%	24%	9%	3%	21%
Less than 5 years	34	31	5	3	73
	B C D	C D			-
5 to less than 10 years	12%	21%	7%	5%	13%
	9	27	4	4	44
	C D				-
10 to less than 15 years	21%	21%	9%	2%	14%
	15	27	5	2	49
	D	C D			-
15 to less than 20 years	4%	10%	9%	2%	7%
	3	13	5	2	23
	D				-
20 years or longer	16%	25%	67%	87%	46%
	12	33	39	76	160
	A B	A B C			-
NET	100%	100%	100%	100%	100%
	73	131	58	87	349
	-	-	-	-	-
Column Names	A	B	C	D	E

How many years have you lived in the City of Bellevue? by Age Categories

sample size = 349; 95% confidence level; Column comparison symbols: A, B, C... (confidence level >= 95%); No test symbol:
-; Not significant symbol:

Column %	18-34	35-54	55-64	65+	NET
Column Comparisons					
Own	23%	66%	84%	90%	66%
	17	87	49	78	231
	A	A B	A B	-	
Rent	55%	27%	14%	7%	26%
	40	35	8	6	89
	B C D	D		-	
Something else	12%	2%	2%	2%	4%
	9	2	1	2	14
	B C D			-	
Prefer not to say	10%	5%	0%	1%	4%
	7	7	0	1	15
	C D			-	
NET	100%	100%	100%	100%	100%
	73	131	58	87	349
	-	-	-	-	-
Column Names	A	B	C	D	E

Do you own or rent your residence? by Age Categories

sample size = 349; 95% confidence level; Column comparison symbols: A, B, C... (confidence level >= 95%); No test symbol: -; Not significant symbol:

Column %	18-34	35-54	55-64	65+	NET
Column Comparisons	36%	63%	64%	77%	61%
Single-family home	26	82	37	67	212
	A	A	A B	-	
Multi-family home	52%	31%	31%	23%	34%
	38	41	18	20	117
	B C D			-	
Something else	1%	1%	2%	0%	1%
	1	1	1	0	3
	-			-	
Prefer not to say	11%	5%	3%	0%	5%
	8	7	2	0	17
	D	D		-	
NET	100%	100%	100%	100%	100%
	73	131	58	87	349
	-	-	-	-	-
Column Names	A	B	C	D	E

Dwelling Type by Age Categories

sample size = 349; 95% confidence level; Column comparison symbols: A, B, C... (confidence level $\geq 95\%$); No test symbol: -; Not significant symbol:

Column %	18-34	35-54	55-64	65+	NET
Column Comparisons					
Yes	14%	14%	10%	11%	13%
	10	18	6	10	44
No	78%	78%	86%	87%	82%
	57	102	50	76	285
Don't know	0%	2%	0%	0%	1%
	0	3	0	0	3
Prefer not to say	8%	6%	3%	1%	5%
	6	8	2	1	17
NET	D				-
	100%	100%	100%	100%	100%
	73	131	58	87	349
-					
Column Names	A	B	C	D	E

Do you consider yourself to be a person with a disability? by Age Categories

sample size = 349; 95% confidence level; Column comparison symbols: A, B, C... (confidence level >= 95%); No test symbol: -; Not significant symbol:

	Column %	18-34	35-54	55-64	65+	NET
	Count					
	Column Comparisons					
Yes, I speak a language other than English		51%	39%	21%	6%	30%
		37	51	12	5	105
		C D	C D	D	-	
Yes, someone else in my household speaks a language other than English		14%	24%	19%	10%	17%
		10	31	11	9	61
		D			-	
No, no one speaks a language other than English		40%	40%	57%	83%	53%
		29	52	33	72	186
		B		A B C	-	
Prefer not to say		5%	12%	5%	2%	7%
		4	16	3	2	25
		D			-	
NET		100%	100%	100%	100%	100%
		73	131	58	87	349
		-	-	-	-	-
Column Names	A	B	C	D	E	

Do you or anyone in your household speak any languages other than English? by Age Categories

sample size = 349; 95% confidence level; Column comparison symbols: A, B, C... (confidence level >= 95%); No test symbol: -; Not significant symbol:

Column %		18-34	35-54	55-64	65+	NET
Count						
Column Comparisons						
Cantonese/Chinese/Mandarin		18%	8%	5%	2%	8%
Cantonese/Chinese/Mandarin		13	10	3	2	28
	B C D					-
French (including Patois, Cajun)		4%	5%	7%	1%	4%
French (including Patois, Cajun)		3	6	4	1	14
						-
Hindi		1%	3%	0%	0%	1%
Hindi		1	4	0	0	5
						-
Japanese		1%	2%	5%	1%	2%
Japanese		1	3	3	1	8
						-
Korean		0%	1%	2%	0%	1%
Korean		0	1	1	0	2
						-
Persian		3%	0%	2%	0%	1%
Persian		2	0	1	0	3
						-
Russian		1%	4%	2%	0%	2%
Russian		1	5	1	0	7
						-
Spanish or Spanish Creole		4%	8%	5%	0%	5%
Spanish or Spanish Creole		3	10	3	0	16
		D	D			-
Tagalog		0%	2%	0%	0%	1%
Tagalog		0	2	0	0	2
						-
Vietnamese		1%	1%	0%	0%	1%
Vietnamese		1	1	0	0	2
						-
Other Asian languages		3%	3%	0%	0%	2%
Other Asian languages		2	4	0	0	6
						-
		1%	2%	0%	0%	1%

Column %	18-34	35-54	55-64	65+	NET
Column Comparisons	0%	0%	0%	0%	0%
Not at all	0	0	0	0	0
-	-	-	-	-	-
Not well	0%	0%	0%	0%	0%
-	-	-	-	-	-
Well	0%	8%	0%	8%	4%
-	0	5	0	1	6
Very well	98%	92%	100%	92%	95%
-	39	58	22	12	131
Prefer not to say	3%	0%	0%	0%	1%
-	1	0	0	0	1
NET	100%	100%	100%	100%	100%
-	40	63	22	13	138
Column Names	A	B	C	D	E

How well do you speak English? by Age Categories

sample size = 138; total sample size = 349; 211 missing; 95% confidence level; Column comparison symbols: A, B, C...
(confidence level >= 95%); No test symbol: -; Not significant symbol:

Column %	18-34	35-54	55-64	65+	NET
Column Comparisons	0%	2%	5%	2%	2%
Less than \$20,000	0	3	3	2	8
		A			
\$20,000 to less than \$35,000	3	0	2	0	5
	B	B			
\$35,000 to less than \$50,000	1	1	1	4	7
					-
\$50,000 to less than \$75,000	4	2	2	9	17
			B		-
\$75,000 to less than \$100,000	11	9	5	7	32
					-
\$100,000 to less than \$150,000	11	10	7	15	43
			B		-
\$150,000 to less than \$200,000	8	11	3	7	29
					-
\$200,000 or more	26	63	21	19	129
	D				-
Prefer not to say	9	32	14	24	79
	A		A		-
NET	73	131	58	87	349
	-	-	-	-	-
Column Names	A	B	C	D	E

What is the approximate total annual income of all members of your household? by Age Categories

sample size = 349; 95% confidence level; Column comparison symbols: A, B, C... (confidence level >= 95%); No test symbol: -; Not significant symbol:



Appendix V - Crosstabs - Tenure





Notable Differences Among Length of Residency

Residents with 5 to less than 10 years of residency often express:

- Higher levels of "extreme concern" regarding speed-related issues across various street types (freeway-connecting, two-lane, multi-lane, sidewalks, bike lanes).
- Higher agreement with positive outcomes of reducing speed limits (e.g., improved safety for walkers) and lower agreement with negative outcomes (e.g., increased delays, frustration, or aggressive driving).
- A stronger personal intent to follow lower speed limits.
- Stronger support for reducing speed limits for safety, even if it increases travel times.
- A lower sense of safety when driving, biking, or walking on streets with speed limits of 30 mph or greater.
-

Residents with 10 to less than 15 years and 15 to less than 20 years of residency frequently exhibit:

- More opposition to reducing speed limits for safety, and higher agreement that such changes would lead to negative consequences like increased delays, frustration, and people who drive ignoring limits.
- A tendency to feel that speed limits are "about right" or "much too slow," and are more likely to ignore lower speed limits.
- The 10-15 year group specifically shows very high concern for speeds near schools.
-

Residents with less than 5 years of residency and 20 years or longer show less pronounced patterns.



How to Read Crosstabs - Summary

This table breaks down how our survey respondents perceive speed limits on higher-speed streets, specifically showing if their opinion varied based on age groups (18-34, 35-54, 55-64, 65+). Each percentage you see is the proportion of people *within that age group* who gave that answer.

The most important part for finding actionable insights are the **letters** under some percentages. These letters tell us when a difference in opinion among age groups is **statistically significant**, meaning it's likely to be a real difference and not just random chance.

Column Comparisons	Column %	18-34	35-54	55-64	65+	NET
	Count					
Much too slow		33% 24 B C D	20% 26 C D	7% 4	1% 1	16% 55 -
Somewhat too slow		18% 13 D	27% 35	16% 9	9% 8	19% 65 -
About right		23% 17 A	42% 55 A B	59% 34 A B	72% 63 A B	48% 169 -
Somewhat too fast		12% 9 B	5% 7	14% 8	11% 10	10% 34 -
Much too fast		14% 10 -	6% 8 -	5% 3 -	6% 5 -	7% 26 -
NET		100% 73 -	100% 131 -	100% 58 -	100% 87 -	100% 349 -
	Column Names	A	B	C	D	E



How to Read Crosstabs - Structure

Rows: These represent the different answer options to the survey question.

Columns: These represent the different age categories. There's also a "NET" column which represents the total or average across all age groups.

Cells: Each cell contains a percentage. This percentage represents the proportion of respondents within that specific age category who chose that particular answer option.

Column %: This indicates that the percentages in the table are calculated vertically, meaning each column sums to 100% (or very close to it, due to rounding). This tells you the distribution of responses *within* each age group.

Column % Count	18-34	35-54	55-64	65+	NET
Column Comparisons					
Much too slow	33% 24 B C D	20% 26 C D	7% 4	1% 1	16% 55 -
Somewhat too slow	18% 13 D	27% 35	16% 9	9% 8	19% 65 -
About right	23% 17 A	42% 55 A B	59% 34 A B	72% 63 A B	48% 169 -
Somewhat too fast	12% 9 B	5% 7	14% 8	11% 10	10% 34 -
Much too fast	14% 10	6% 8	5% 3	6% 5	7% 26 -
NET	100% 73 -	100% 131 -	100% 58 -	100% 87 -	100% 349 -

Column Comparisons (A, B, C, D): These letters (A, B, C, D) underneath some percentages are statistical significance indicators. They tell you if the percentage in that cell is significantly different from the percentages in other specified columns.

How to read them: If a letter (e.g., "D") appears under a percentage, it means that the percentage is significantly different (at a 95% confidence level, as stated in the footer) from the column represented by that letter. For instance, in the "Much too slow" row, under the "18-34" column, you see "B C D." This means that 33% of 18-34-year-olds finding speed limits "Much too slow" is significantly higher than the percentages of 35-54-year-olds (column B), 55-64-year-olds (column C), and 65+ year-olds (column D) who feel the same way.

These comparisons help identify statistically meaningful differences between age groups, rather than just random variations.



How to Read Crosstabs - Interpreting the Data (Row by Row)

"Much too slow" Row:

- 18-34 (33% B C D): 33% of 18-34-year-olds think speed limits are much too slow. The letters "B C D" indicate that this 33% is significantly higher than the 20% of 35-54-year-olds, 7% of 55-64-year-olds, and 1% of 65+ year-olds who feel the same. This suggests younger adults are more likely to find speed limits much too slow.
- 65+ (1%): Only 1% of respondents aged 65 and over think speed limits are much too slow. The absence of letters here indicates this is not significantly higher from other groups.

"Somewhat too slow" Row:

- 35-54 (27% D): 27% of 35-54-year-olds think speed limits are somewhat too slow. The "D" next to it means this is significantly higher than the 9% of 65+ year-olds who feel this way.

"About right" Row:

- 55-64 (59% A B): 59% of 55-64-year-olds think speed limits are about right. The "A B" indicates this is significantly higher than the 23% of 18-34-year-olds and 42% of 35-54-year-olds. This highlights that older age groups are more likely to perceive speed limits as appropriate.
- 65+ (72% A B): A substantial 72% of 65+ year-olds believe speed limits are about right, and this is also significantly higher than the younger age groups (under 55).

"Somewhat too fast" Row:

- 55-64 (14% B): 14% of 55-64-year-olds think speed limits are somewhat too fast. The "B" indicates this is significantly higher than the 5% of 35-54-year-olds who think so.

Column Comparisons	Column %	18-34	35-54	55-64	65+	NET
	Count					
Much too slow	33%	24	26	4	1	16%
		B C D	C D			-
Somewhat too slow	18%	13	35	9	8	19%
		D				65
About right	23%	17	55	34	63	48%
		A	A B	A B		-
Somewhat too fast	12%	9	7	8	10	10%
			B			34
Much too fast	14%	10	8	3	5	7%
						-
NET	100%	73	131	58	87	349
		-	-	-	-	-
Column Names	A	B	C	D	E	

In general, do you think the speed limits along higher speed streets in Bellevue are... by Age Categories
sample size = 349; 95% confidence level; Column comparison symbols: A, B, C... (confidence level >= 95%); No test symbol: -; Not significant symbol:

Column % Count	Less than 5 years	5 to less than 10 years	10 to less than 15 years	15 to less than 20 years	20 years or longer	NET
Column Comparisons						
	8%	5%	14%	4%	6%	7%
Not at all	6	2	7	1	10	26
	15%	11%	18%	26%	21%	18%
A small amount	11	5	9	6	33	64
	30%	27%	24%	30%	25%	27%
A moderate amount	22	12	12	7	40	93
	21%	18%	24%	13%	25%	22%
A lot	15	8	12	3	40	78
	26%	39%	18%	26%	23%	25%
A great deal	19	17	9	6	37	88
	C E					
NET	100%	100%	100%	100%	100%	100%
	73	44	49	23	160	349
	-	-	-	-	-	-
Column Names	A	B	C	D	E	F

How much do you think the speed of cars on major streets affects the safety of people driving, walking, and bicycling? by How many years have you lived in the City of Bellevue?

sample size = 349; 95% confidence level; Column comparison symbols: A, B, C... (confidence level >= 95%); No test symbol: -; Not significant symbol:

Average Column Comparisons	Less than 5 years	5 to less than 10 years	10 to less than 15 years	15 to less than 20 years	20 years or longer	NET
Column Names	A	B	C	D	E	F
Numeric - How much do you think the speed of cars on major streets affects the safety of people driving, walking, and bicycling?	3.4	3.8	3.1	3.3	3.4	3.4

Numeric - How much do you think the speed of cars on major streets affects the safety of people driving, walking, and bicycling? by How many years have you lived in the City of Bellevue?
 sample size = 349; 95% confidence level; Column comparison symbols: A, B, C... (confidence level >= 95%); No test symbol: -; Not significant symbol:

Column %	Most							2nd																						
	Count	Column Names				NET	Less than 5 years		5 to less than 10 years		10 to less than 15 years		15 to less than 20 years		NET	Less than 5 years		5 to less than 10 years		10 to less than 15 years		15 to less than 20 years								
		Column Comparisons	Less than 5 years	5 to less than 10 years	10 to less than 15 years		Less than 5 years	5 to less than 10 years	10 to less than 15 years	15 to less than 20 years	20 years or longer	Less than 5 years	5 to less than 10 years	10 to less than 15 years		Less than 5 years	5 to less than 10 years	10 to less than 15 years	15 to less than 20 years	20 years or longer	Less than 5 years	5 to less than 10 years								
Near schools	59%	52%	82%	52%	63%	62%	19%	18%	12%	17%	23%	20%	10%	11%		43	23	40	12	100	218	14	8	6	4	37	69	7	5	
	A	B	C	D	E	F	A	B	C	D	E	F	A	B		-	-	-	-	-	-	-	-	-	-	-	-			
	7%	9%	4%	17%	6%	7%	37%	45%	59%	43%	34%	40%	29%	32%		5	4	2	4	9	24	27	20	29	10	55	141	21	14	
Near parks	7%	9%	4%	17%	6%	7%	37%	45%	59%	43%	34%	40%	29%	32%		5	4	2	D	E	F	A	B	C	D	E	F	A	B	C
	A	B	C	D	E	F	A	B	C	D	E	F	A	B		-	-	-	-	-	-	-	-	-	-	-	-	-		
	8%	0%	0%	0%	3%	3%	16%	7%	8%	9%	16%	13%	18%	18%		6	0	0	0	5	11	12	3	4	2	26	47	13	8	
Near hospitals	8%	0%	0%	0%	3%	3%	16%	7%	8%	9%	16%	13%	18%	18%		A	B	C	D	E	F	A	B	C	D	E	F	A	B	C
	A	B	C	D	E	F	A	B	C	D	E	F	A	B		-	-	-	-	-	-	-	-	-	-	-	-	-		
	1%	5%	0%	0%	2%	2%	16%	20%	14%	9%	11%	14%	25%	11%		1	2	0	0	3	6	12	9	7	2	18	48	18	5	
Near community centers	1%	5%	0%	0%	2%	2%	16%	20%	14%	9%	11%	14%	25%	11%		A	B	C	D	E	F	A	B	C	D	E	F	A	B	C
	A	B	C	D	E	F	A	B	C	D	E	F	A	B		-	-	-	-	-	-	-	-	-	-	-	-	-		
	25%	34%	14%	30%	27%	26%	11%	9%	6%	22%	15%	13%	19%	27%		18	15	7	7	43	90	8	4	3	5	24	44	14	12	
Near or in commercial centers	25%	34%	14%	30%	27%	26%	11%	9%	6%	22%	15%	13%	19%	27%		A	B	C	D	E	F	A	B	C	D	E	F	A	B	C
	A	B	C	D	E	F	A	B	C	D	E	F	A	B		-	-	-	-	-	-	-	-	-	-	-	-	-		
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%		73	44	49	23	160	349	73	44	49	23	160	349	73	44	
NET	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%		A	B	C	D	E	F	A	B	C	D	E	F	A	B	C
	A	B	C	D	E	F	A	B	C	D	E	F	A	B		-	-	-	-	-	-	-	-	-	-	-	-	-		
	-	-	-	-	-	-	-	-	-	-	-	-	-	-		-	-	-	-	-	-	-	-	-	-	-	-	-		

Which locations concern you most when it comes to the speeds people drive and safety? by How many years have you lived in the City of Bellevue?
 sample size = 349; 95% confidence level; Column comparison symbols: A, B, C... (confidence level >= 95%); No test symbol: -; Not significant symbol:

Column Comparisons	Column % Count	Age Group Distribution						NET
		Less than 5 years	5 to less than 10 years	10 to less than 15 years	15 to less than 20 years	20 years or longer		
Streets that connect to freeways - Not at all concerned		42%	20%	59%	26%	31%	36%	
		31	9	29	6	50	125	
		B		B D E			-	
Streets that connect to freeways - Slightly concerned		14%	18%	8%	26%	26%	20%	
		10	8	4	6	41	69	
		C		A C			-	
Streets that connect to freeways - Somewhat concerned		19%	30%	18%	26%	20%	21%	
		14	13	9	6	32	74	
		-					-	
Streets that connect to freeways - Very concerned		16%	9%	10%	9%	14%	13%	
		12	4	5	2	23	46	
		-					-	
Streets that connect to freeways - Extremely concerned		8%	23%	4%	13%	9%	10%	
		6	10	2	3	14	35	
		A C E					-	
Two-lane streets (streets with one lane for each direction) - Not at all concerned		27%	18%	29%	26%	17%	21%	
		20	8	14	6	27	75	
		-					-	
Two-lane streets (streets with one lane for each direction) - Slightly concerned		22%	14%	24%	35%	21%	22%	
		16	6	12	8	34	76	
		B					-	
Two-lane streets (streets with one lane for each direction) - Somewhat concerned		36%	25%	22%	13%	26%	27%	
		26	11	11	3	42	93	
		D					-	
Two-lane streets (streets with one lane for each direction) - Very concerned		11%	32%	16%	17%	24%	21%	
		8	14	8	4	39	73	
		A			A		-	
Two-lane streets (streets with one lane for each direction) - Extremely concerned		4%	11%	8%	9%	11%	9%	
		3	5	4	2	18	32	
		-					-	
Multi-lane streets - Not at all concerned		34%	16%	41%	17%	25%	28%	
		25	7	20	4	40	96	
		B		B D E			-	
		14%	18%	16%	22%	19%	17%	

Average Column Comparisons	Less than 5 years	5 to less than 10 years	10 to less than 15 years	15 to less than 20 years	20 years or longer	NET
Streets without sidewalks	3.0	3.5 A	3.0	3.0	3.4 A	3.2
Streets with bike lanes	2.8	3.6 A C	2.8	3.0	3.2	3.1
Two-lane streets (streets with one lane for each direction)	2.4	3.0 A C	2.5	2.5	2.9 A	2.7
Multi-lane streets	2.7	3.2 C E	2.3	2.8	2.7 C	2.7
Streets with sidewalks	2.6	3.4 A C D E	2.5	2.4	2.6	2.7
Streets that connect to freeways	2.3	3.0 A C E	1.9	2.6	2.4 C	2.4
SUM	15.8	19.6 A C D E	15.1	16.2	17.2 C	16.9
Column Names	A	B	C	D	E	F

Numeric - Please rate your concern about speed-related issues for each of these types of streets. by How many years have you lived in the City of Bellevue?
 sample size = 349; 95% confidence level; Column comparison symbols: A, B, C... (confidence level >= 95%); No test symbol: -; Not significant symbol:

Column % Count Column Names Column Comparisons	First						Second							
	Less than 5 years	5 to less than 10 years	10 to less than 15 years	15 to less than 20 years	20 years or longer	NET	Less than 5 years	5 to less than 10 years	10 to less than 15 years	15 to less than 20 years	20 years or longer	NET	Less than 5 years	5 to less than 10 years
Streets where many or serious crashes have happened before	60% 44	50% 22	53% 26	52% 12	61% 97	58% 201	36% 26	39% 17	45% 22	43% 10	31% 50	36% 125	4% 3	11% 5
	A	B	C	D	E	F	A	B	C	D	E	F	A	B
	3% 2	7% 3	2% 1	9% 2	4% 6	4% 14	7% 5	14% 6	8% 4	4% 1	11% 18	10% 34	90% 66	80% 35
Streets signed for higher speeds, such as 40 mph	A	B	C	D	E	F	A	B	C	D	E	F	A	B
	37% 27	43% 19	45% 22	39% 9	36% 57	38% 134	58% 42	48% 21	47% 23	52% 12	58% 92	54% 190	5% 4	9% 4
	A	B	C	D	E	F	A	B	C	D	E	F	A	B
NET	100% 73	100% 44	100% 49	100% 23	100% 160	100% 349	100% 73	100% 44	100% 49	100% 23	100% 160	100% 349	100% 73	100% 44
	A	B	C	D	E	F	A	B	C	D	E	F	A	B
	-	-	-	-	-	-	-	-	-	-	-	-	-	-

When deciding where to slow down traffic, which factors should be the top priority? by How many years have you lived in the City of Bellevue?
 sample size = 349; 95% confidence level; Column comparison symbols: A, B, C... (confidence level >= 95%); No test symbol: -; Not significant symbol:

Column % Count	Less than 5 years	5 to less than 10 years	10 to less than 15 years	15 to less than 20 years	20 years or longer	NET
Column Comparisons						
Much too slow	30%	5%	29%	13%	9%	16%
	22	2	14	3	14	55
	B E		B E			-
Somewhat too slow	16%	27%	18%	22%	17%	19%
	12	12	9	5	27	65
						-
About right	34%	43%	39%	61%	58%	48%
	25	19	19	14	92	169
			A	A C		-
Somewhat too fast	11%	9%	10%	4%	10%	10%
	8	4	5	1	16	34
						-
Much too fast	8%	16%	4%	0%	7%	7%
	6	7	2	0	11	26
		D				-
NET	100%	100%	100%	100%	100%	100%
	73	44	49	23	160	349
	-	-	-	-	-	-
Column Names	A	B	C	D	E	F

In general, do you think the speed limits along higher speed streets in Bellevue are... by How many years have you lived in the City of Bellevue?

sample size = 349; 95% confidence level; Column comparison symbols: A, B, C... (confidence level >= 95%); No test symbol: -; Not significant symbol:

Average Column Comparisons	Less than 5 years	5 to less than 10 years	10 to less than 15 years	15 to less than 20 years	20 years or longer	NET
Column Names	A	B	C	D	E	F
Numeric - In general, do you think the speed limits along higher speed streets in Bellevue are...	2.5	3.0	2.4	2.6	2.9	2.7

Numeric - In general, do you think the speed limits along higher speed streets in Bellevue are... by How many years have you lived in the City of Bellevue?
sample size = 349; 95% confidence level; Column comparison symbols: A, B, C... (confidence level >= 95%); No test symbol: -; Not significant symbol:

Column % Count Column Comparisons	Less than 5 years	5 to less than 10 years	10 to less than 15 years	15 to less than 20 years	20 years or longer	NET
I do not typically do this	3%	7%	2%	0%	1%	2%
1-2 days per month	2	3	1	0	1	7
	E					
1-2 days per month	5%	5%	2%	0%	3%	3%
	4	2	1	0	4	11
	-					
About 1 day per week	11%	11%	4%	4%	7%	8%
	8	5	2	1	11	27
	-					
2-3 days per week	12%	14%	18%	17%	16%	15%
	9	6	9	4	25	53
	-					
4-6 days per week	19%	23%	20%	30%	24%	23%
	14	10	10	7	39	80
	-					
Nearly every day	49%	41%	53%	48%	50%	49%
	36	18	26	11	80	171
	-					
NET	100%	100%	100%	100%	100%	100%
	73	44	49	23	160	349
	-	-	-	-	-	-
Column Names	A	B	C	D	E	F

In a typical month, how often do you drive on streets with a speed limit of 30 mph or greater? by How many years have you lived in the City of Bellevue?

sample size = 349; 95% confidence level; Column comparison symbols: A, B, C... (confidence level >= 95%); No test symbol: -; Not significant symbol:

Column % Count	Less than 5 years	5 to less than 10 years	10 to less than 15 years	15 to less than 20 years	20 years or longer	NET
Column Comparisons	0%	10%	4%	4%	4%	4%
Very unsafe	0	4	2	1	6	13
	A					
Somewhat unsafe	13%	17%	8%	9%	7%	10%
	9	7	4	2	11	33
	E					
Neutral	8%	22%	15%	22%	19%	17%
	6	9	7	5	31	58
	A			A		
Somewhat safe	24%	20%	17%	22%	20%	20%
	17	8	8	5	32	70
	-					
Very safe	55%	32%	56%	43%	50%	49%
	39	13	27	10	79	168
	B		B		B	
NET	100%	100%	100%	100%	100%	100%
	71	41	48	23	159	342
	-	-	-	-	-	-
Column Names	A	B	C	D	E	F

How safe do you feel driving along streets with a speed limit of 30 mph or greater? by How many years have you lived in the City of Bellevue?

sample size = 342; total sample size = 349; 7 missing; 95% confidence level; Column comparison symbols: A, B, C... (confidence level >= 95%); No test symbol: -; Not significant symbol:

Average Column Comparisons	Less than 5 years	5 to less than 10 years	10 to less than 15 years	15 to less than 20 years	20 years or longer	NET
Numeric - How safe do you feel driving along streets with a speed limit of 30 mph or greater?	4.2	3.5	4.1	3.9	4.1	4.0
	B		B		B	-
Column Names	A	B	C	D	E	F

Numeric - How safe do you feel driving along streets with a speed limit of 30 mph or greater? by How many years have you lived in the City of Bellevue?
 sample size = 342; total sample size = 349; 7 missing; 95% confidence level; Column comparison symbols: A, B, C... (confidence level $\geq 95\%$); No test symbol: -; Not significant symbol:

Column % Count Column Comparisons	Less than 5 years	5 to less than 10 years	10 to less than 15 years	15 to less than 20 years	20 years or longer	NET
I do not typically do this	74%	59%	65%	70%	78%	72%
	54	26	32	16	125	253
1-2 days per month	1%	16%	22%	13%	9%	10%
	1	7	11	3	14	36
	A	A E		A	A	-
About 1 day per week	5%	9%	2%	13%	3%	5%
	4	4	1	3	5	17
			E			-
2-3 days per week	7%	9%	2%	0%	6%	6%
	5	4	1	0	10	20
						-
4-6 days per week	5%	2%	4%	0%	3%	3%
	4	1	2	0	5	12
						-
Nearly every day	7%	5%	4%	4%	1%	3%
	5	2	2	1	1	11
	E					-
NET	100%	100%	100%	100%	100%	100%
	73	44	49	23	160	349
	-	-	-	-	-	-
Column Names	A	B	C	D	E	F

In a typical month, how often do you bike on streets with a speed limit of 30 mph or greater? by How many years have you lived in the City of Bellevue?

sample size = 349; 95% confidence level; Column comparison symbols: A, B, C... (confidence level >= 95%); No test symbol: -; Not significant symbol:

Column % Count	Less than 5 years	5 to less than 10 years	10 to less than 15 years	15 to less than 20 years	20 years or longer	NET
Column Comparisons						
Very unsafe	42%	50%	35%	29%	29%	36%
Very unsafe	8	9	6	2	10	35
Somewhat unsafe	16%	39%	18%	43%	17%	23%
Somewhat unsafe	3	7	3	3	6	22
Neutral	5%	0%	18%	0%	11%	8%
Neutral	1	0	3	0	4	8
Somewhat safe	5%	0%	18%	14%	17%	11%
Somewhat safe	1	0	3	1	6	11
Very safe	32%	11%	12%	14%	26%	21%
Very safe	6	2	2	1	9	20
NET	100%	100%	100%	100%	100%	100%
NET	19	18	17	7	35	96
Column Names	A	B	C	D	E	F

How safe do you feel biking along streets with a speed limit of 30 mph or greater? by How many years have you lived in the City of Bellevue?

sample size = 96; total sample size = 349; 253 missing; 95% confidence level; Column comparison symbols: A, B, C... (confidence level >= 95%); No test symbol: -; Not significant symbol:

Average Column Comparisons	Less than 5 years	5 to less than 10 years	10 to less than 15 years	15 to less than 20 years	20 years or longer	NET
Column Names	A	B	C	D	E	F
Numeric - How safe do you feel biking along streets with a speed limit of 30 mph or greater?	2.7	1.8	2.5	2.4	2.9 B	2.6 -

Numeric - How safe do you feel biking along streets with a speed limit of 30 mph or greater? by How many years have you lived in the City of Bellevue?
 sample size = 96; total sample size = 349; 253 missing; 95% confidence level; Column comparison symbols: A, B, C... (confidence level $\geq 95\%$); No test symbol: -; Not significant symbol:

Column % Count Column Comparisons	Less than 5 years	5 to less than 10 years	10 to less than 15 years	15 to less than 20 years	20 years or longer	NET
I do not typically do this	12%	16%	14%	35%	26%	21%
	9	7	7	8	41	72
1-2 days per month	19%	11%	27%	17%	18%	18%
	14	5	13	4	28	64
About 1 day per week	15%	9%	6%	26%	12%	12%
	11	4	3	6	19	43
2-3 days per week	26%	25%	24%	9%	17%	20%
	19	11	12	2	27	71
4-6 days per week	8%	11%	10%	9%	11%	10%
	6	5	5	2	18	36
Nearly every day	19%	27%	18%	4%	17%	18%
	14	12	9	1	27	63
NET	100%	100%	100%	100%	100%	100%
	73	44	49	23	160	349
Column Names	A	B	C	D	E	F

In a typical month, how often do you walk along streets with a speed limit of 30 mph or greater? by How many years have you lived in the City of Bellevue?

sample size = 349; 95% confidence level; Column comparison symbols: A, B, C... (confidence level $\geq 95\%$); No test symbol: -; Not significant symbol:

Column % Count	Less than 5 years	5 to less than 10 years	10 to less than 15 years	15 to less than 20 years	20 years or longer	NET
Column Comparisons						
Very unsafe	17% 11	27% 10	17% 7	7% 1	8% 10	14% 39
		E				
Somewhat unsafe	19% 12	38% 14	21% 9	33% 5	25% 30	25% 70
		A				
Neutral	19% 12	8% 3	14% 6	27% 4	17% 20	16% 45
						-
Somewhat safe	16% 10	11% 4	17% 7	27% 4	25% 30	20% 55
						-
Very safe	30% 19	16% 6	31% 13	7% 1	24% 29	25% 68
						-
NET	100% 64	100% 37	100% 42	100% 15	100% 119	100% 277
	-	-	-	-	-	-
Column Names	A	B	C	D	E	F

How safe do you feel walking along streets with a speed limit of 30 mph or greater? by How many years have you lived in the City of Bellevue?

sample size = 277; total sample size = 349; 72 missing; 95% confidence level; Column comparison symbols: A, B, C... (confidence level >= 95%); No test symbol: -; Not significant symbol:

Average Column Comparisons	Less than 5 years	5 to less than 10 years	10 to less than 15 years	15 to less than 20 years	20 years or longer	NET
Numeric - How safe do you feel walking along streets with a speed limit of 30 mph or greater?	3.2	2.5	3.2	2.9	3.3	3.2
Column Names	B	B	B	B	-	

Numeric - How safe do you feel walking along streets with a speed limit of 30 mph or greater? by How many years have you lived in the City of Bellevue?
 sample size = 277; total sample size = 349; 72 missing; 95% confidence level; Column comparison symbols: A, B, C... (confidence level >= 95%); No test symbol: -; Not significant symbol:

Column Comparisons	Column %	Count	Less than 5 years	5 to less than 10 years	10 to less than 15 years	15 to less than 20 years	20 years or longer	NET
Improve the quality of life for people who live along the street - Strongly disagree	23%	17	11%	27%	13%	19%	20%	
Improve the quality of life for people who live along the street - Somewhat disagree	14%	10	14%	10%	30%	10%	13%	
Improve the quality of life for people who live along the street - Neutral	14%	10	11%	22%	4%	21%	17%	
Improve the quality of life for people who live along the street - Somewhat agree	21%	15	25%	16%	43%	29%	26%	
Improve the quality of life for people who live along the street - Strongly agree	29%	21	39%	24%	9%	21%	25%	
Improve the safety or comfort for people walking along or across the street - Strongly disagree	21%	15	11%	22%	30%	19%	19%	
Improve the safety or comfort for people walking along or across the street - Somewhat disagree	14%	10	9%	12%	13%	12%	12%	
Improve the safety or comfort for people walking along or across the street - Neutral	18%	13	14%	22%	26%	18%	18%	
Improve the safety or comfort for people walking along or across the street - Somewhat agree	25%	18	27%	16%	17%	32%	27%	
Improve the safety or comfort for people walking along or across the street - Strongly agree	23%	17	39%	27%	13%	20%	23%	
Improve the safety or comfort for people biking along or across the street - Strongly disagree	18%	13	14%	20%	17%	14%	16%	
	10%		16%	16%	13%	13%	13%	

Average Column Comparisons	Less than 5 years	5 to less than 10 years	10 to less than 15 years	15 to less than 20 years	20 years or longer	NET
Improve the quality of life for people who live along the street	3.2	3.7 C	3.0	3.0	3.2	3.2
Improve the safety or comfort for people walking along or across the street	3.2	3.7 A C D E	3.1	2.7	3.2	3.2
Improve the safety or comfort for people biking along or across the street	3.4	3.5	3.2	3.0	3.3	3.3
Improve the safety or comfort for drivers entering and exiting the street	3.0	3.4	3.0	2.8	3.0	3.0
Increase delays and congestion	3.8 B	3.2	3.8 B	4.3 B	3.9 B	3.8
Increase frustration for people driving	4.3 B	3.4	4.1 B	4.4 B	4.0 B	4.0
Increase aggressive driving behavior	3.7 B	3.0	3.7 B	3.8 B	3.6 B	3.6
Increase the number of people ignoring the speed limit	4.1 B	3.5	4.0	4.5 B	4.2 B	4.1
SUM	28.5	27.4	28.0	28.6	28.5	28.3
Column Names	A	B	C	D	E	F

Numeric - Agreement with possible outcomes of reducing speed limits along some higher-speed streets. by How many years have you lived in the City of Bellevue?
 sample size = 349; 95% confidence level; Column comparison symbols: A, B, C... (confidence level >= 95%); No test symbol: -; Not significant symbol:

Column % Count Column Comparisons	Less than 5 years	5 to less than 10 years	10 to less than 15 years	15 to less than 20 years	20 years or longer	NET
I think most drivers will follow the lower speed limits	30% 22	39% 17	29% 14	13% 3	22% 35	26% 91
I think most drivers will ignore the lower speed limits	70% 51	61% 27	71% 35	87% 20	78% 125	74% 258
NET	100% 73	100% 44	100% 49	100% 23	100% 160	100% 349
Column Names	A	B	C	D	E	F

If speed limits are lowered, do you think most drivers will follow the lower speed limits or ignore them? by How many years have you lived in the City of Bellevue?
 sample size = 349; 95% confidence level; Column comparison symbols: A, B, C... (confidence level >= 95%); No test symbol: -; Not significant symbol:

Column % Count Column Comparisons	Less than 5 years	5 to less than 10 years	10 to less than 15 years	15 to less than 20 years	20 years or longer	NET
I will follow the lower speed limits	62% 45	82% 36	57% 28	52% 12	69% 110	66% 231
		A C D				-
I will ignore the lower speed limits	38% 28	18% 8	43% 21	48% 11	31% 50	34% 118
	B		B	B		-
	100%	100%	100%	100%	100%	100%
NET	73	44	49	23	160	349
	-	-	-	-	-	-
Column Names	A	B	C	D	E	F

If speed limits are lowered, will you follow the lower speed limits or ignore them? by How many years have you lived in the City of Bellevue?
 sample size = 349; 95% confidence level; Column comparison symbols: A, B, C... (confidence level >= 95%); No test symbol: -; Not significant symbol:

Column % Count	Less than 5 years	5 to less than 10 years	10 to less than 15 years	15 to less than 20 years	20 years or longer	NET
Column Comparisons						
Strongly oppose	42%	27%	49%	57%	38%	40%
	31	12	24	13	60	140
Somewhat oppose	11%	14%	12%	13%	19%	15%
	8	6	6	3	31	54
Neutral	10%	7%	6%	13%	11%	10%
	7	3	3	3	18	34
Somewhat support	14%	14%	12%	13%	14%	14%
	10	6	6	3	23	48
Strongly support	23%	39%	20%	4%	18%	21%
	17	17	10	1	28	73
NET	D	D E				
	100%	100%	100%	100%	100%	100%
	73	44	49	23	160	349
Column Names	A	B	C	D	E	F

To improve road safety in Bellevue, would you support reducing speed limits, even if it meant an increase in travel times? by How many years have you lived in the City of Bellevue?

sample size = 349; 95% confidence level; Column comparison symbols: A, B, C... (confidence level >= 95%); No test symbol: -; Not significant symbol:

Average Column Comparisons	Less than 5 years	5 to less than 10 years	10 to less than 15 years	15 to less than 20 years	20 years or longer	NET
Column Names	A	B	C	D	E	F
Numeric - To improve road safety in Bellevue, would you support reducing speed limits, even if it meant an increase in travel times?	2.6 D	3.2 C D E	2.4	2.0	2.6	2.6 -

Numeric - To improve road safety in Bellevue, would you support reducing speed limits, even if it meant an increase in travel times? by How many years have you lived in the City of Bellevue?
 sample size = 349; 95% confidence level; Column comparison symbols: A, B, C... (confidence level >= 95%); No test symbol: -; Not significant symbol:

Column % Count	Less than 5 years	5 to less than 10 years	10 to less than 15 years	15 to less than 20 years	20 years or longer	NET
Column Comparisons	7%	9%	8%	22%	8%	9%
Strongly disagree 0	5	4	4	5	13	31
1	1%	2%	2%	0%	4%	3%
1	1	1	1	0	6	9
2	1%	5%	0%	0%	3%	2%
2	1	2	0	0	4	7
3	3%	0%	0%	0%	3%	2%
3	2	0	0	0	4	6
4	1%	2%	0%	0%	3%	2%
4	1	1	0	0	5	7
5	10%	7%	10%	17%	8%	9%
5	7	3	5	4	12	31
6	3%	2%	2%	4%	1%	2%
6	2	1	1	1	2	7
7	3%	2%	8%	0%	3%	3%
7	2	1	4	0	4	11
8	8%	2%	6%	13%	8%	7%
8	6	1	3	3	13	26
9	11%	5%	6%	0%	6%	6%
9	8	2	3	0	9	22
Strongly agree 10	52%	64%	57%	43%	55%	55%
Strongly agree 10	38	28	28	10	88	192
	100%	100%	100%	100%	100%	100%

Column % Count	Less than 5 years	5 to less than 10 years	10 to less than 15 years	15 to less than 20 years	20 years or longer	NET
Column Comparisons						
Strongly disagree	8%	11%	10%	22%	12%	11%
	6	5	5	5	19	40
Somewhat disagree	5%	7%	0%	0%	8%	6%
	4	3	0	0	13	20
			C			-
Neutral	10%	7%	10%	17%	8%	9%
	7	3	5	4	12	31
						-
Somewhat agree	14%	7%	16%	17%	12%	13%
	10	3	8	4	19	44
						-
Strongly agree	63%	68%	63%	43%	61%	61%
	46	30	31	10	97	214
						-
NET	100%	100%	100%	100%	100%	100%
	73	44	49	23	160	349
	-	-	-	-	-	-
Column Names	A	B	C	D	E	F

CONDENSED Saving a few minutes on the road is never worth risking someone's life. 2 by How many years have you lived in the City of Bellevue?

sample size = 349; 95% confidence level; Column comparison symbols: A, B, C... (confidence level >= 95%); No test symbol: -; Not significant symbol:

Average Column Comparisons	Less than 5 years	5 to less than 10 years	10 to less than 15 years	15 to less than 20 years	20 years or longer	NET
Column Names	A	B	C	D	E	F
Numeric - Saving a few minutes on the road is never worth risking someone's life.	7.9	7.8	8.0	6.5	7.6	7.6

Numeric - Saving a few minutes on the road is never worth risking someone's life. by How many years have you lived in the City of Bellevue?
 sample size = 349; 95% confidence level; Column comparison symbols: A, B, C... (confidence level \geq 95%); No test symbol: -; Not significant symbol:

Column Comparisons	Column %	Less than 5 years	5 to less than 10 years	10 to less than 15 years	15 to less than 20 years	20 years or longer	NET
	Count						
Adding speed cushions, speed bumps, or speed tables - Very ineffective	19%	16%	18%	22%	19%	19%	19%
	14	7	9	5	30	65	-
Adding speed cushions, speed bumps, or speed tables - Somewhat ineffective	16%	9%	12%	22%	13%	14%	14%
	12	4	6	5	21	48	-
Adding speed cushions, speed bumps, or speed tables - Neutral	14%	7%	18%	9%	13%	13%	13%
	10	3	9	2	20	44	-
Adding speed cushions, speed bumps, or speed tables - Somewhat effective	36%	34%	33%	39%	33%	34%	34%
	26	15	16	9	52	118	-
Adding speed cushions, speed bumps, or speed tables - Very effective	15%	34%	18%	9%	23%	21%	21%
	11	15	9	2	37	74	-
A D							
Adding median islands - Very ineffective	8%	7%	12%	4%	14%	11%	11%
	6	3	6	1	23	39	-
Adding median islands - Somewhat ineffective	4%	16%	10%	22%	7%	9%	9%
	3	7	5	5	11	31	-
Adding median islands - Neutral	11%	11%	18%	17%	19%	16%	16%
	8	5	9	4	30	56	-
Adding median islands - Somewhat effective	41%	50%	31%	43%	42%	41%	41%
	30	22	15	10	67	144	-
Adding median islands - Very effective	36%	16%	29%	13%	18%	23%	23%
	26	7	14	3	29	79	-
B D E							
Adding radar speed feedback signs - Very ineffective	25%	18%	20%	22%	17%	19%	19%
	18	8	10	5	27	68	-
	18%	27%	10%	17%	13%	16%	16%

Average Column Comparisons	Less than 5 years	5 to less than 10 years	10 to less than 15 years	15 to less than 20 years	20 years or longer	NET
Adding speed cushions, speed bumps, or speed tables	3.1	3.6	3.2	2.9	3.3	3.3
Adding median islands	3.9 E	3.5	3.5	3.4	3.4	3.6
Adding radar speed feedback signs	2.9	2.9	3.1	3.1	3.3 A	3.1
Adding speed cameras	2.9 A	3.7	3.3	3.3	3.3	3.3
Reducing lane widths or repurposing underutilized lanes to add sidewalks or bike lanes	3.6 E	3.4	3.5	2.9	3.1	3.3
Reducing lane widths or repurposing underutilized lanes to add on-street parking	2.9 E	2.5	2.6	2.4	2.5	2.6
SUM	19.3	19.7	19.2	18.0	18.9	19.0
Column Names	A	B	C	D	E	F

Numeric - Effectiveness of Traffic Calming Measures by How many years have you lived in the City of Bellevue?
 sample size = 349; 95% confidence level; Column comparison symbols: A, B, C... (confidence level >= 95%); No test symbol: -; Not significant symbol:

Column % Count	Less than 5 years	5 to less than 10 years	10 to less than 15 years	15 to less than 20 years	20 years or longer	NET
Column Comparisons						
Installing raised crosswalks - Very ineffective	7% 5	2% 1	10% 5	13% 3	14% 22	10% 36
Installing raised crosswalks - Somewhat ineffective	8% 6	9% 4	2% 1	17% 4	8% 13	8% 28
Installing raised crosswalks - Neutral	14% 10	16% 7	14% 7	9% 2	21% 33	17% 59
Installing raised crosswalks - Somewhat effective	38% 28	41% 18	57% 28	52% 12	43% 68	44% 154
Installing raised crosswalks - Very effective	33% 24	32% 14	16% 8	9% 2	15% 24	21% 72
Installing raised intersections - Very ineffective	11% 8	7% 3	14% 7	22% 5	14% 22	13% 45
Installing raised intersections - Somewhat ineffective	10% 7	9% 4	2% 1	22% 5	16% 25	12% 42
Installing raised intersections - Neutral	25% 18	25% 11	35% 17	26% 6	28% 45	28% 97
Installing raised intersections - Somewhat effective	30% 22	36% 16	33% 16	22% 5	34% 54	32% 113
Installing raised intersections - Very effective	25% 18	23% 10	16% 8	9% 2	9% 14	15% 52
Implementing turn hardening - Very ineffective	18% 13	5% 2	20% 10	17% 4	24% 38	19% 67
	B	B	B	B	B	-
	12%	9%	20%	30%	16%	16%

Average Column Comparisons	Less than 5 years	5 to less than 10 years	10 to less than 15 years	15 to less than 20 years	20 years or longer	NET
Installing raised crosswalks	3.8 E	3.9 D E	3.7	3.3	3.4	3.6
Installing raised intersections	3.5 D E	3.6 D E	3.3	2.7	3.1	3.2
Implementing turn hardening	3.2 A C D E	3.9	3.0	2.9	2.9	3.1
Adding curb bulb-outs	3.5 E	3.5 E	3.2	3.2	3.1	3.3
Reducing turning radii	3.2 E	3.6 D E	3.1	2.7	2.8	3.0
Using speed cameras	2.8 A C D E	3.8	2.9	2.8	3.2	3.1
SUM	20.0 A C D E	22.3	19.2	17.5	18.5	19.3
Column Names	A	B	C	D	E	F

Numeric - Effectiveness of Intersection Safety Improvements by How many years have you lived in the City of Bellevue?

sample size = 349; 95% confidence level; Column comparison symbols: A, B, C... (confidence level >= 95%); No test symbol: -; Not significant symbol:

Column Comparisons	Column %	Less than 5 years	5 to less than 10 years	10 to less than 15 years	15 to less than 20 years	20 years or longer	NET
	Count						
Slower speeds save lives. - Very ineffective		22%	20%	22%	26%	16%	19%
Slower speeds save lives. - Very ineffective		16	9	11	6	25	67
Slower speeds save lives. - Somewhat ineffective		18%	9%	16%	26%	16%	16%
Slower speeds save lives. - Somewhat ineffective		13	4	8	6	26	57
Slower speeds save lives. - Neutral		21%	25%	14%	35%	23%	22%
Slower speeds save lives. - Neutral		15	11	7	8	37	78
Slower speeds save lives. - Somewhat effective		26%	18%	35%	13%	29%	27%
Slower speeds save lives. - Somewhat effective		19	8	17	3	47	94
Slower speeds save lives. - Very effective		14%	27%	12%	0%	16%	15%
Slower speeds save lives. - Very effective		10	12	6	0	25	53
Driving just 5 mph slower can mean the difference between life and death in a crash. - Very ineffective		22%	16%	24%	13%	12%	16%
Driving just 5 mph slower can mean the difference between life and death in a crash. - Very ineffective		16	7	12	3	19	57
Driving just 5 mph slower can mean the difference between life and death in a crash. - Somewhat ineffective		16%	7%	10%	26%	21%	17%
Driving just 5 mph slower can mean the difference between life and death in a crash. - Somewhat ineffective		12	3	5	6	33	59
Driving just 5 mph slower can mean the difference between life and death in a crash. - Neutral		22%	20%	22%	30%	28%	25%
Driving just 5 mph slower can mean the difference between life and death in a crash. - Neutral		16	9	11	7	44	87
Driving just 5 mph slower can mean the difference between life and death in a crash. - Somewhat effective		22%	32%	24%	26%	23%	24%
Driving just 5 mph slower can mean the difference between life and death in a crash. - Somewhat effective		16	14	12	6	37	85
Driving just 5 mph slower can mean the difference between life and death in a crash. - Very effective		18%	25%	18%	4%	17%	17%
Driving just 5 mph slower can mean the difference between life and death in a crash. - Very effective		13	11	9	1	27	61
Lower speeds make streets safer for everyone, especially kids, seniors, people with disabilities, and people walking or biking - Very ineffective		23%	14%	14%	30%	13%	17%
Lower speeds make streets safer for everyone, especially kids, seniors, people with disabilities, and people walking or biking - Very ineffective		17	6	7	7	21	58
		19%	23%	12%	39%	14%	18%

Average Column Comparisons	Less than 5 years	5 to less than 10 years	10 to less than 15 years	15 to less than 20 years	20 years or longer	NET
Slower speeds save lives.	2.9 D	3.2 D	3.0 D	2.3	3.1 D	3.0 -
Driving just 5 mph slower can mean the difference between life and death in a crash.	3.0	3.4	3.0	2.8	3.1	3.1 -
Lower speeds make streets safer for everyone, especially kids, seniors, people with disabilities, and people walking or biking	2.9 D	3.3 D	3.2 D	2.2	3.3 A D	3.1 -
Speeding might save a minute, but it could cost a life.	3.0	3.3 D	3.2 D	2.5	3.4 D	3.2 -
Reducing speed limits prevents deaths and serious injuries in crashes.	2.8 D	3.1 D	3.0 D	2.2	3.1 D	3.0 -
Bellevue's streets should feel safe for everyone.	3.5	3.8 D	3.6	3.0	3.5	3.5 -
SUM	18.1 D	20.1 D	19.0 D	15.0	19.5 D	18.9 -
Column Names	A	B	C	D	E	F

Numeric - Effectiveness of messaging on why lowering speeds improves safety by How many years have you lived in the City of Bellevue?
 sample size = 349; 95% confidence level; Column comparison symbols: A, B, C... (confidence level >= 95%); No test symbol: -; Not significant symbol:

Column Comparisons	Column %	Less than 5 years	5 to less than 10 years	10 to less than 15 years	15 to less than 20 years	20 years or longer	NET
	Count						
City webpage (BellevueWA.gov)		42%	36%	41%	52%	43%	42%
		31	16	20	12	69	148
Flyers mailed to residents		47%	41%	41%	48%	56%	50%
		34	18	20	11	90	173
Bellevue's project team attending community events (e.g., local farmers market)		15%	25%	20%	22%	20%	20%
		11	11	10	5	32	69
City of Bellevue newsletters (e.g., It's Your City, Neighborhood News, etc.)		33%	39%	53%	43%	58%	48%
		24	17	26	10	92	169
Email list		26%	39%	27%	26%	31%	30%
		19	17	13	6	50	105
Posters displayed in local businesses and community spaces (e.g., coffee shop)		23%	32%	22%	35%	19%	23%
		17	14	11	8	30	80
Yard signs		15%	9%	12%	9%	14%	13%
		11	4	6	2	22	45
Social media posts (e.g., Facebook, X, Bluesky, Nextdoor, Instagram)		60%	55%	51%	43%	51%	53%
		44	24	25	10	81	184
Through your community association		10%	20%	14%	17%	11%	13%
		7	9	7	4	18	45
Local news coverage (TV, radio, newspapers, online news articles)		33%	45%	55%	30%	48%	44%
		24	20	27	7	76	154
Other (please specify)		3%	7%	10%	4%	8%	7%
		2	3	5	1	13	24
		92%	93%	94%	87%	96%	94%

Column % Count Column Comparisons		Less than 5 years	5 to less than 10 years	10 to less than 15 years	15 to less than 20 years	20 years or longer	NET
City webpage		42%	36%	41%	52%	43%	42%
		31	16	20	12	69	148
Flyers mailed to residents		47%	41%	41%	48%	56%	50%
		34	18	20	11	90	173
Bellevue's project team attending community events		15%	25%	20%	22%	20%	20%
		11	11	10	5	32	69
City of Bellevue newsletters		33%	39%	53%	43%	58%	48%
		24	17	26	10	92	169
Email list		26%	39%	27%	26%	31%	30%
		19	17	13	6	50	105
Posters displayed in local businesses and community spaces		23%	32%	22%	35%	19%	23%
		17	14	11	8	30	80
Yard signs		15%	9%	12%	9%	14%	13%
		11	4	6	2	22	45
Social media posts		60%	55%	51%	43%	51%	53%
		44	24	25	10	81	184
Through your community association		10%	20%	14%	17%	11%	13%
		7	9	7	4	18	45
Local news coverage		33%	45%	55%	30%	48%	44%
		24	20	27	7	76	154
Other		3%	7%	10%	4%	8%	7%
		2	3	5	1	13	24
		8%	7%	6%	13%	4%	6%

Column % Count	Less than 5 years	5 to less than 10 years	10 to less than 15 years	15 to less than 20 years	20 years or longer	NET
Column Comparisons						
18-34	47%	20%	31%	13%	8%	21%
	34	9	15	3	12	73
	B D E	E	E			-
35-54	42%	61%	55%	57%	21%	38%
	31	27	27	13	33	131
	E	A E	E	E		-
55-64	7%	9%	10%	22%	24%	17%
	5	4	5	5	39	58
			A	A B C		-
65+	4%	9%	4%	9%	48%	25%
	3	4	2	2	76	87
			A B C D			-
NET	100%	100%	100%	100%	100%	100%
	73	44	49	23	160	349
	-	-	-	-	-	-
Column Names	A	B	C	D	E	F

Age Categories by How many years have you lived in the City of Bellevue?

sample size = 349; 95% confidence level; Column comparison symbols: A, B, C... (confidence level >= 95%); No test symbol: -; Not significant symbol:

Column % Count Column Comparisons	Less than 5 years	5 to less than 10 years	10 to less than 15 years	15 to less than 20 years	20 years or longer	NET
Female	40%	39%	41%	39%	46%	42%
	29	17	20	9	73	148
Other gender identity	1%	2%	2%	9%	3%	3%
	1	1	1	2	5	10
Male	53%	57%	43%	39%	45%	48%
	39	25	21	9	72	166
Prefer not to say	5%	2%	14%	13%	6%	7%
	4	1	7	3	10	25
NET	100%	100%	100%	100%	100%	100%
	73	44	49	23	160	349
	-	-	-	-	-	-
Column Names	A	B	C	D	E	F

Gender by How many years have you lived in the City of Bellevue?

sample size = 349; 95% confidence level; Column comparison symbols: A, B, C... (confidence level $\geq 95\%$); No test symbol: -; Not significant symbol:

Column % Count Column Comparisons	Less than 5 years	5 to less than 10 years	10 to less than 15 years	15 to less than 20 years	20 years or longer	NET
Other	1%	5%	2%	4%	6%	4%
Asian/Asian American	14% 10	20% 9	18% 9	30% 7	11% 17	15% 52
Black/African American	3% 2	0% 0	4% 2	0% 0	1% 1	1% 5
Hispanic	1% 1	7% 3	2% 1	0% 0	3% 4	3% 9
White	77% 56	68% 30	59% 29	57% 13	73% 116	70% 244
Prefer not to say	11% 8	11% 5	16% 8	9% 2	13% 20	12% 43
NET	100% 73	100% 44	100% 49	100% 23	100% 160	100% 349
Column Names	A	B	C	D	E	F

Race/Ethnicity Categories by How many years have you lived in the City of Bellevue?

sample size = 349; 95% confidence level; Column comparison symbols: A, B, C... (confidence level $\geq 95\%$); No test symbol: -; Not significant symbol: -

Column % Count	Less than 5 years	5 to less than 10 years	10 to less than 15 years	15 to less than 20 years	20 years or longer	NET
Column Comparisons						
Own	27%	52%	63%	78%	87%	66%
	20	23	31	18	139	231
	A	A	A B	A B C	-	
Rent	62%	45%	16%	13%	8%	26%
	45	20	8	3	13	89
	C D E	C D E			-	
Something else	4%	0%	10%	4%	3%	4%
	3	0	5	1	5	14
	B E				-	
Prefer not to say	7%	2%	10%	4%	2%	4%
	5	1	5	1	3	15
	E				-	
NET	100%	100%	100%	100%	100%	100%
	73	44	49	23	160	349
	-	-	-	-	-	-
Column Names	A	B	C	D	E	F

Do you own or rent your residence? by How many years have you lived in the City of Bellevue?

sample size = 349; 95% confidence level; Column comparison symbols: A, B, C... (confidence level >= 95%); No test symbol: -; Not significant symbol:

Column % Count	Less than 5 years	5 to less than 10 years	10 to less than 15 years	15 to less than 20 years	20 years or longer	NET
Column Comparisons						
Single-family home	37% 27	39% 17	67% 33	65% 15	75% 120	61% 212
Multi-family home	52% 38	59% 26	27% 13	30% 7	21% 33	34% 117
	C E	C D E				-
Something else	3% 2	0% 0	0% 0	0% 0	1% 1	1% 3
Prefer not to say	8% 6	2% 1	6% 3	4% 1	4% 6	5% 17
NET	100% 73	100% 44	100% 49	100% 23	100% 160	100% 349
	-	-	-	-	-	-
Column Names	A	B	C	D	E	F

Dwelling Type by How many years have you lived in the City of Bellevue?

sample size = 349; 95% confidence level; Column comparison symbols: A, B, C... (confidence level >= 95%); No test symbol: -; Not significant symbol:

Column % Count	Less than 5 years	5 to less than 10 years	10 to less than 15 years	15 to less than 20 years	20 years or longer	NET
Column Comparisons						
Yes	19%	9%	6%	22%	11%	13%
	14	4	3	5	18	44
	C			C		-
No	75%	89%	90%	61%	83%	82%
	55	39	44	14	133	285
	D	A D		D		-
Don't know	0%	0%	0%	13%	0%	1%
	0	0	0	3	0	3
		A B C E				-
Prefer not to say	5%	2%	4%	4%	6%	5%
	4	1	2	1	9	17
	-	-	-	-	-	-
NET	100%	100%	100%	100%	100%	100%
	73	44	49	23	160	349
	-	-	-	-	-	-
Column Names	A	B	C	D	E	F

Do you consider yourself to be a person with a disability? by How many years have you lived in the City of Bellevue?

sample size = 349; 95% confidence level; Column comparison symbols: A, B, C... (confidence level >= 95%); No test symbol: -; Not significant symbol:

Column % Count Column Comparisons	Less than 5 years	5 to less than 10 years	10 to less than 15 years	15 to less than 20 years	20 years or longer	NET
Yes, I speak a language other than English	33% 24	36% 16	37% 18	43% 10	23% 37	30% 105
Yes, someone else in my household speaks a language other than English	11% 8	30% 13	12% 6	43% 10	15% 24	17% 61
No, no one speaks a language other than English	59% 43	48% 21	43% 21	22% 5	60% 96	53% 186
Prefer not to say	D 7% 5	D 7% 3	A C E 10% 5	A C E 4% 1	C D 7% 11	- 7% 25
NET	100% 73	100% 44	100% 49	100% 23	100% 160	100% 349
	-	-	-	-	-	-
Column Names	A	B	C	D	E	F

Do you or anyone in your household speak any languages other than English? by How many years have you lived in the City of Bellevue?
 sample size = 349; 95% confidence level; Column comparison symbols: A, B, C... (confidence level >= 95%); No test symbol: -; Not significant symbol:

Column % Count Column Comparisons	Less than 5 years	5 to less than 10 years	10 to less than 15 years	15 to less than 20 years	20 years or longer	NET
Cantonese/Chinese/Mandarin	10%	9%	6%	9%	8%	8%
	7	4	3	2	12	28
French (including Patois, Cajun)	3%	7%	6%	13%	2%	4%
	2	3	3	3	3	14
Hindi	1%	0%	6%	0%	1%	1%
	1	0	3	0	1	5
Japanese	0%	2%	6%	0%	3%	2%
	0	1	3	0	4	8
Korean	0%	0%	0%	4%	1%	1%
	0	0	0	1	1	2
Persian	0%	0%	0%	0%	2%	1%
	0	0	0	0	3	3
Russian	1%	14%	0%	0%	0%	2%
	1	6	0	0	0	7
Spanish or Spanish Creole	3%	9%	0%	9%	5%	5%
	2	4	0	2	8	16
Tagalog	0%	0%	2%	4%	0%	1%
	0	0	1	1	0	2
Vietnamese	0%	2%	0%	0%	1%	1%
	0	1	0	0	1	2
Other Asian languages	0%	7%	4%	0%	1%	2%
	0	3	2	0	1	6
	A	E				
	1%	0%	0%	4%	1%	1%

Column % Count	Less than 5 years	5 to less than 10 years	10 to less than 15 years	15 to less than 20 years	20 years or longer	NET
Column Comparisons	0%	0%	0%	0%	0%	0%
Not at all	0	0	0	0	0	0
	-	-	-	-	-	-
Not well	0%	0%	0%	0%	0%	0%
	0	0	0	0	0	0
	-	-	-	-	-	-
Well	0%	15%	0%	6%	4%	4%
	0	3	0	1	2	6
	A					
Very well	100%	85%	96%	94%	96%	95%
	25	17	22	16	51	131
	B					
Prefer not to say	0%	0%	4%	0%	0%	1%
	0	0	1	0	0	1
	-					
NET	100%	100%	100%	100%	100%	100%
	25	20	23	17	53	138
	-					
Column Names	A	B	C	D	E	F

How well do you speak English? by How many years have you lived in the City of Bellevue?

sample size = 138; total sample size = 349; 211 missing; 95% confidence level; Column comparison symbols: A, B, C... (confidence level >= 95%); No test symbol: -; Not significant symbol:

Column % Count Column Comparisons	Less than 5 years	5 to less than 10 years	10 to less than 15 years	15 to less than 20 years	20 years or longer	NET
Less than \$20,000	3%	0%	2%	0%	3%	2%
	2	0	1	0	5	8
\$20,000 to less than \$35,000	4%	0%	2%	0%	1%	1%
	3	0	1	0	1	5
\$35,000 to less than \$50,000	0%	5%	0%	4%	3%	2%
	0	2	0	1	4	7
\$50,000 to less than \$75,000	5%	0%	0%	4%	8%	5%
	4	0	0	1	12	17
\$75,000 to less than \$100,000	14%	7%	8%	9%	8%	9%
	10	3	4	2	13	32
\$100,000 to less than \$150,000	15%	7%	12%	17%	12%	12%
	11	3	6	4	19	43
\$150,000 to less than \$200,000	5%	14%	8%	13%	8%	8%
	4	6	4	3	12	29
\$200,000 or more	37%	48%	37%	35%	34%	37%
	27	21	18	8	55	129
Prefer not to say	16%	20%	31%	17%	24%	23%
	12	9	15	4	39	79
NET	100%	100%	100%	100%	100%	100%
	73	44	49	23	160	349
Column Names	A	B	C	D	E	F

What is the approximate total annual income of all members of your household? by How many years have you lived in the City of Bellevue?
 sample size = 349; 95% confidence level; Column comparison symbols: A, B, C... (confidence level >= 95%); No test symbol: -; Not significant symbol:

Appendix B: Engaging Bellevue Survey Responses

The following pages provide more detailed results and demographic information of respondents to the Safe Speeds Bellevue Engaging Bellevue questionnaire.

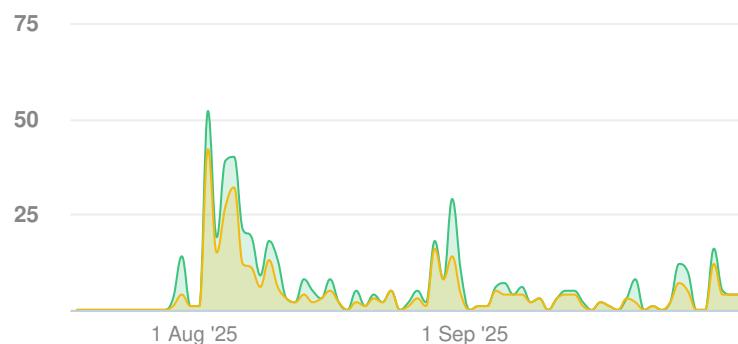
Project Report

15 November 2018 - 30 September 2025

Engaging Bellevue Safe Speeds Bellevue



Visitors Summary

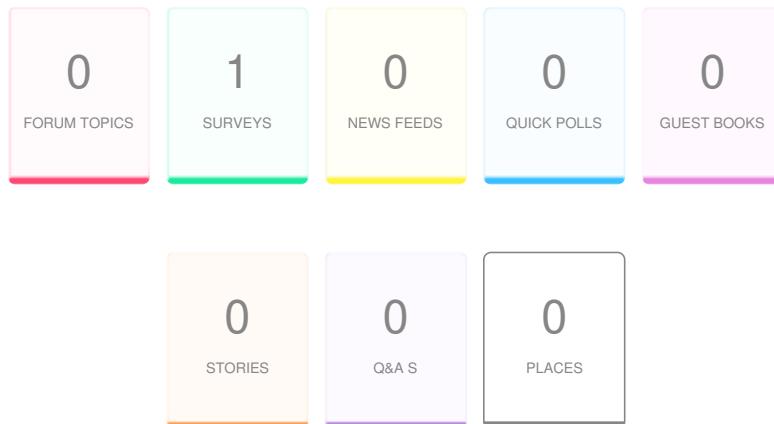


Highlights



Aware Participants	296	Engaged Participants	146		
Aware Actions Performed	Participants	Engaged Actions Performed	Registered	Unverified	Anonymous
Visited a Project or Tool Page	296				
Informed Participants	153	Contributed on Forums	0	0	0
Informed Actions Performed	Participants	Participated in Surveys	38	1	107
Viewed a video	0	Contributed to Newsfeeds	0	0	0
Viewed a photo	0	Participated in Quick Polls	0	0	0
Downloaded a document	0	Posted on Guestbooks	0	0	0
Visited the Key Dates page	0	Contributed to Stories	0	0	0
Visited an FAQ list Page	0	Asked Questions	0	0	0
Visited Instagram Page	0	Placed Pins on Places	0	0	0
Visited Multiple Project Pages	9	Contributed to Ideas	0	0	0
Contributed to a tool (engaged)	146				

ENGAGEMENT TOOLS SUMMARY



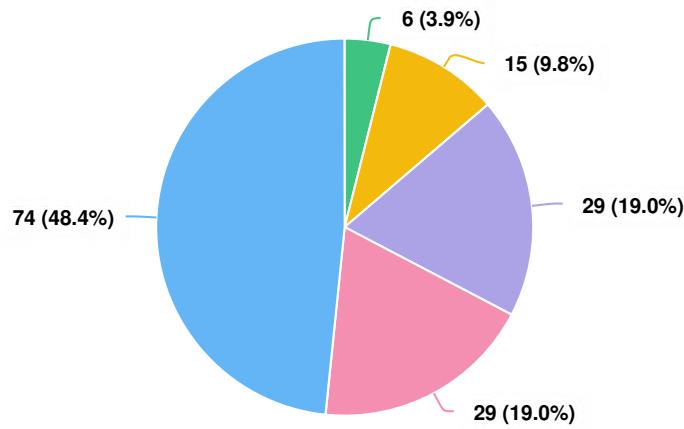
Tool Type	Engagement Tool Name	Tool Status	Visitors	Contributors		
				Registered	Unverified	Anonymous
Survey Tool	Safe Speeds Bellevue Survey	Archived	279	38	1	107

ENGAGEMENT TOOL: SURVEY TOOL

Safe Speeds Bellevue Survey

Visitors 279	Contributors 146	CONTRIBUTIONS 154
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How much do you think the speed of cars on major streets affects the safety of people driving, biking and walking?



Question options

● Not at all ● A small amount ● A moderate amount ● A lot ● A great deal

Optional question (153 response(s), 1 skipped)

Question type: Radio Button Question

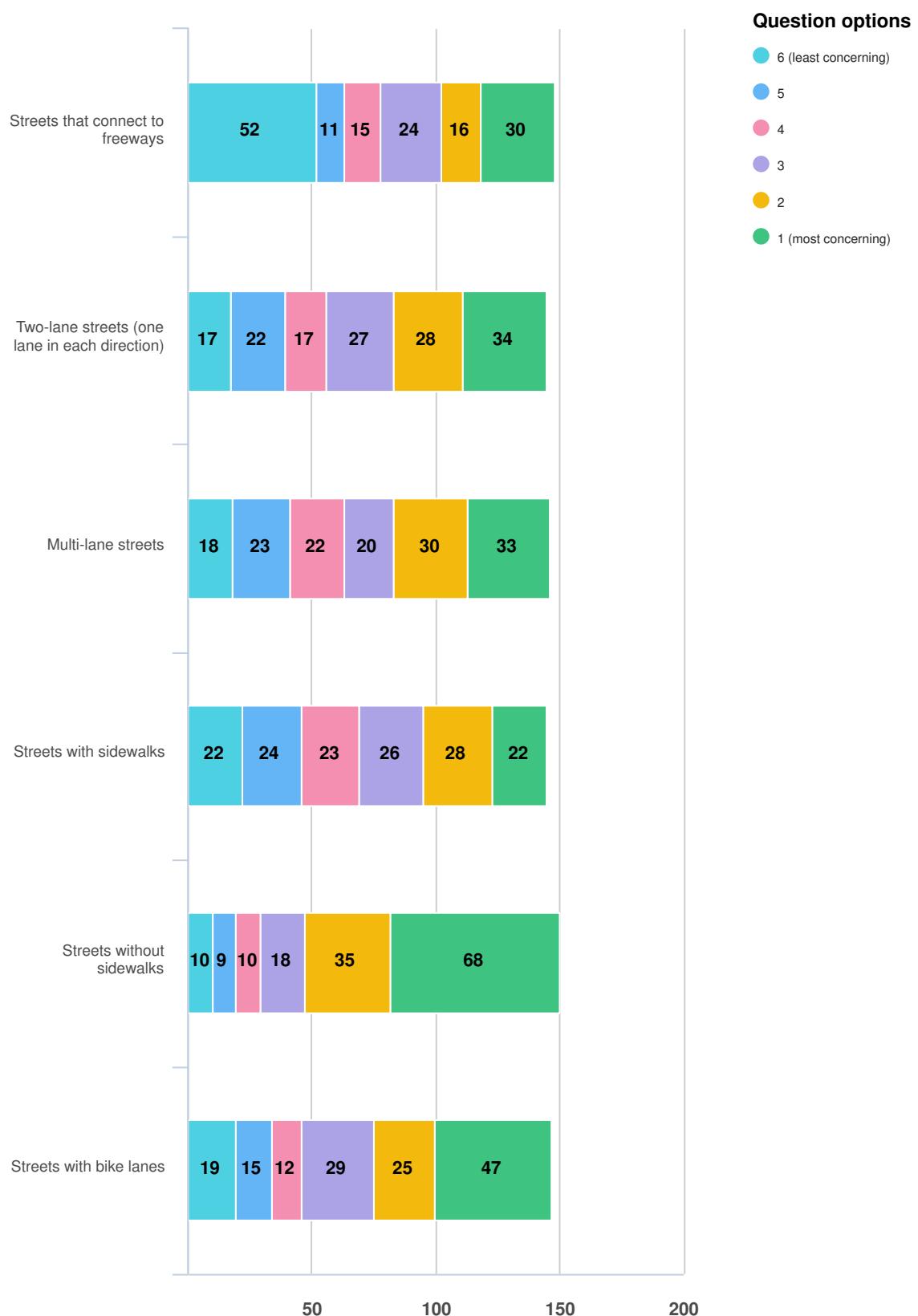
Which locations concern you most when it comes to speed and safety? Rank these from 1 (most concerning) to 5 (least concerning).

OPTIONS	AVG. RANK
Near schools	1.99
Near parks	2.62
Near or in commercial centers (such as Downtown, Crossroads, or Factoria)	2.87
Near hospitals	3.65
Near community centers (such as Highland Community Center, North Bellevue Community Center, or South Bellevue Community Center)	3.66

Optional question (146 response(s), 8 skipped)

Question type: Ranking Question

Now, think about different types of streets. Rate them based on how concerned you are about speed-related safety issues, with 1 being the most concerning and 6 being the least.



Optional question (150 response(s), 4 skipped)

Question type: Likert Question

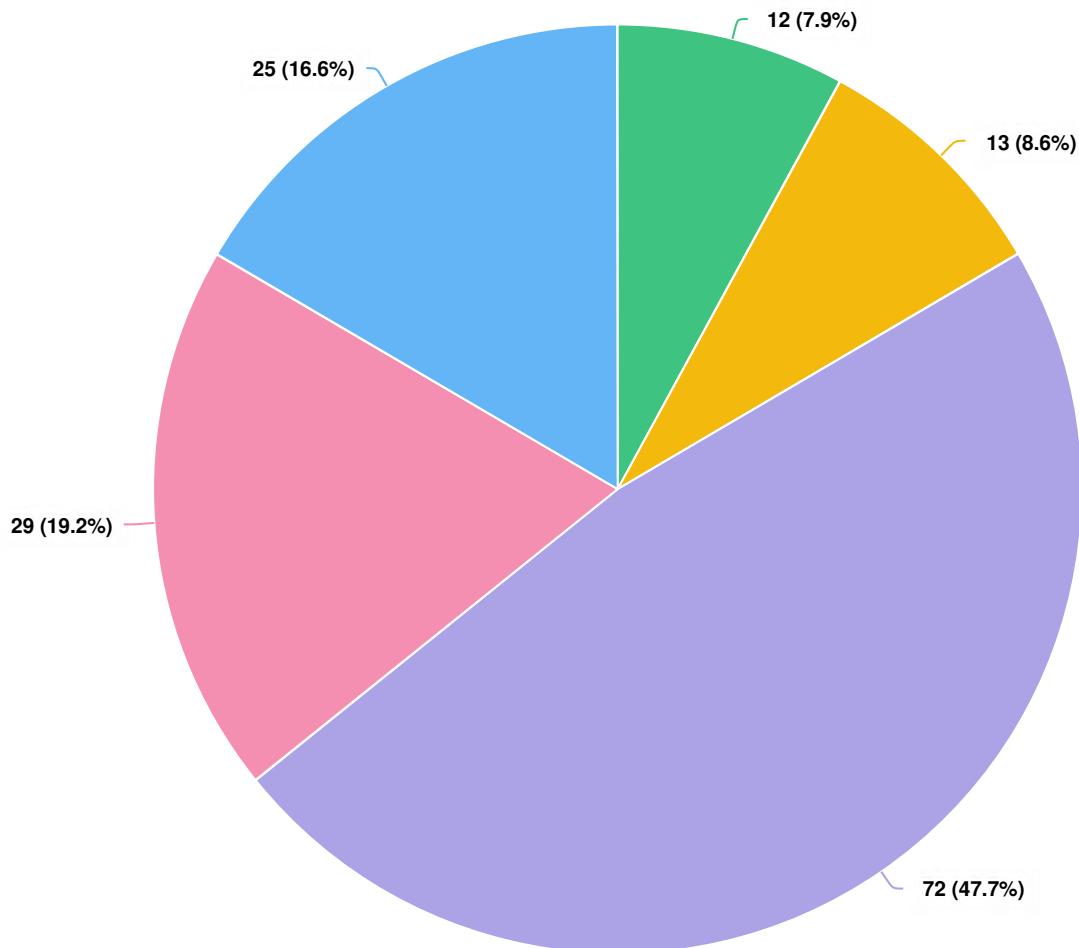
**When deciding where to slow down traffic, which factors should be the top priority?
Rank these in order of importance (1 = most important, 3 = least important).**

OPTIONS	AVG. RANK
Streets next to places where lots of people walk or bike	1.45
Streets where serious crashes have happened before	1.79
Streets signed for higher speeds, such as 40 mph	2.72

Optional question (145 response(s), 9 skipped)

Question type: Ranking Question

In general, do you think the speed limits along higher speed streets in Bellevue are...



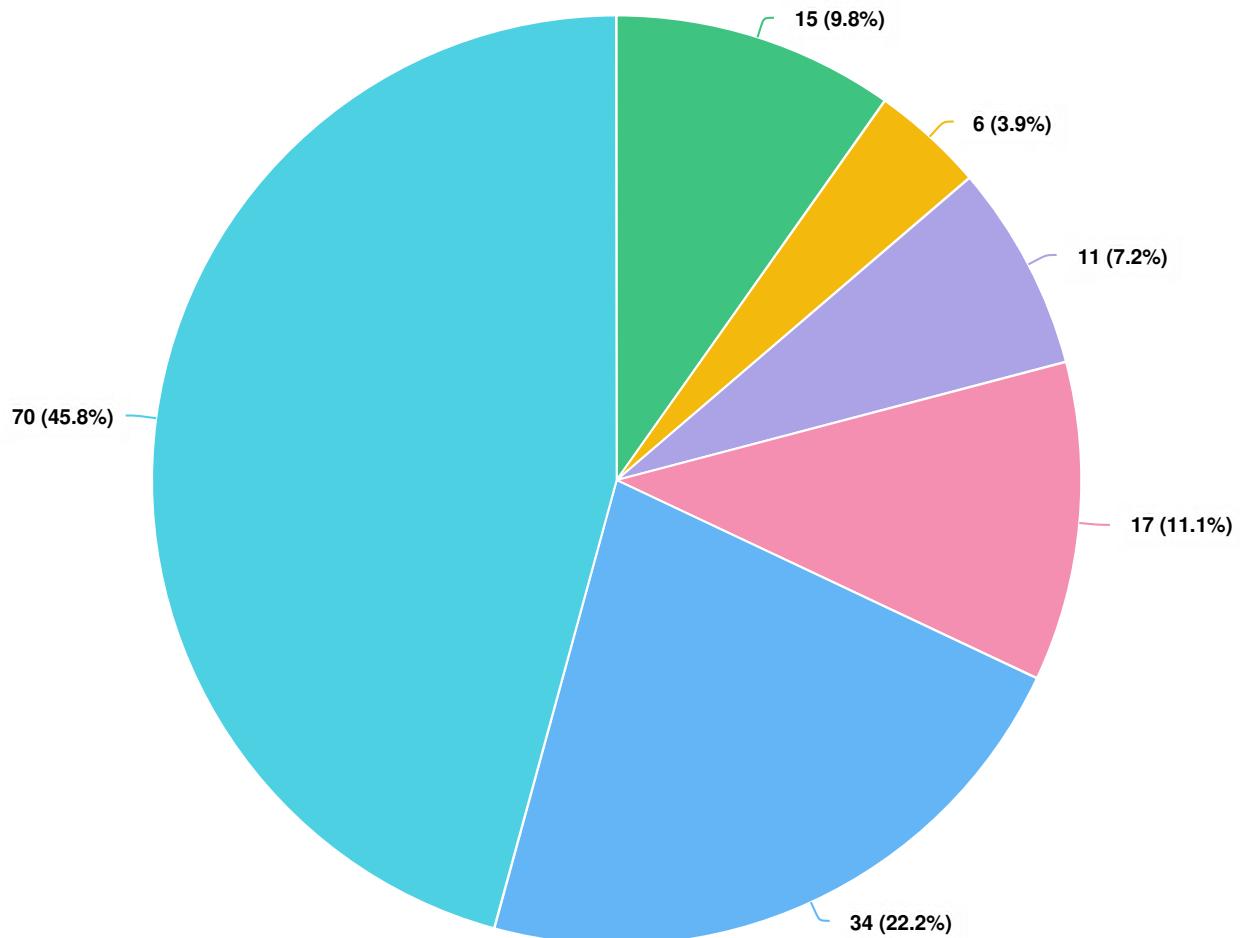
Question options

● Much too fast ● Somewhat too fast ● About right ● Somewhat too slow ● Much too slow

Optional question (151 response(s), 3 skipped)

Question type: Radio Button Question

In a typical month, how often do you drive on streets with a speed limit of 30 mph or greater?



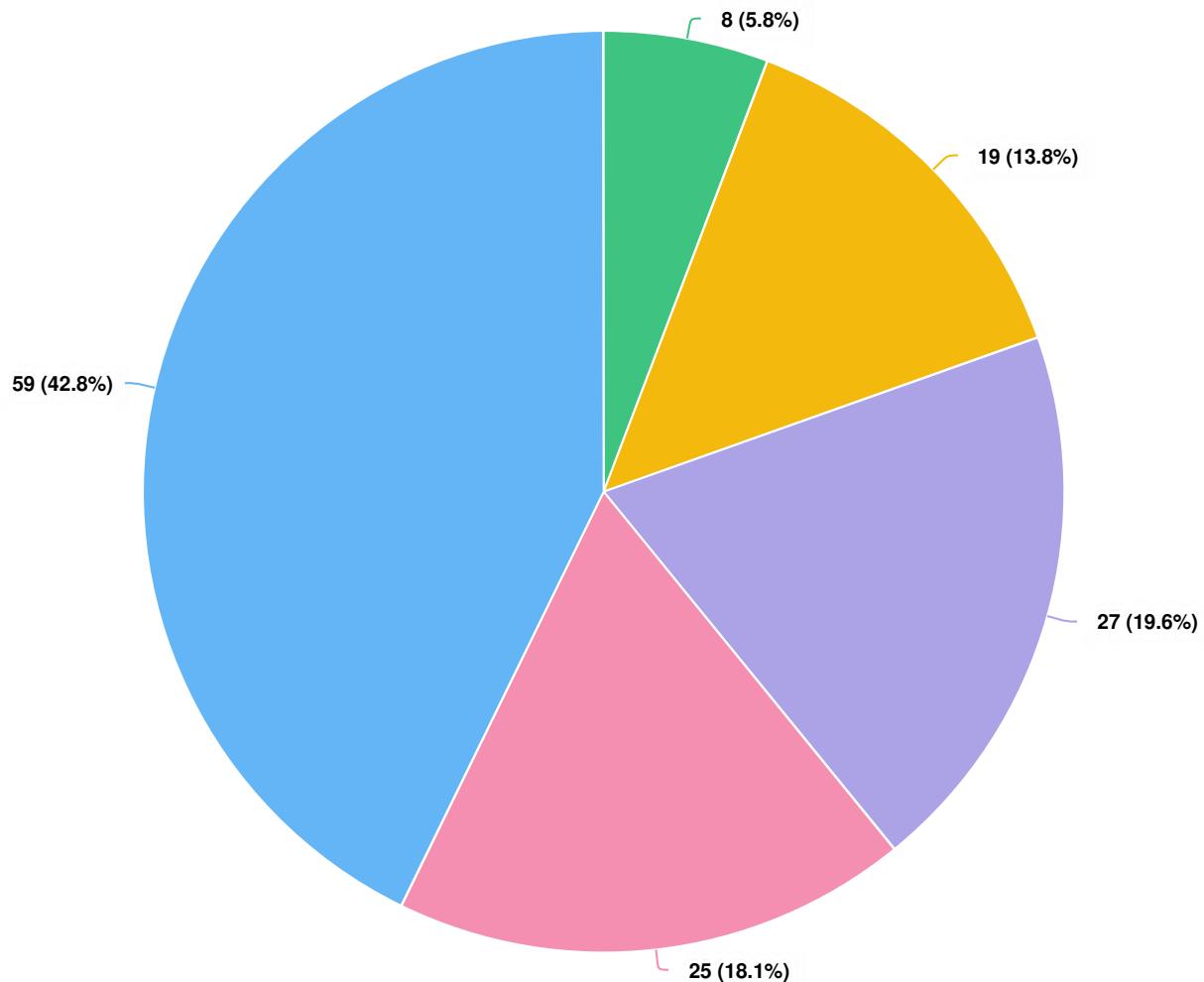
Question options

- Nearly every day
- 4-6 days per week
- 2-3 days per week
- About 1 day per week
- 1-2 days per month
- I do not typically do this

Optional question (153 response(s), 1 skipped)

Question type: Radio Button Question

How safe do you feel driving along streets with a speed limit of 30 mph or greater?



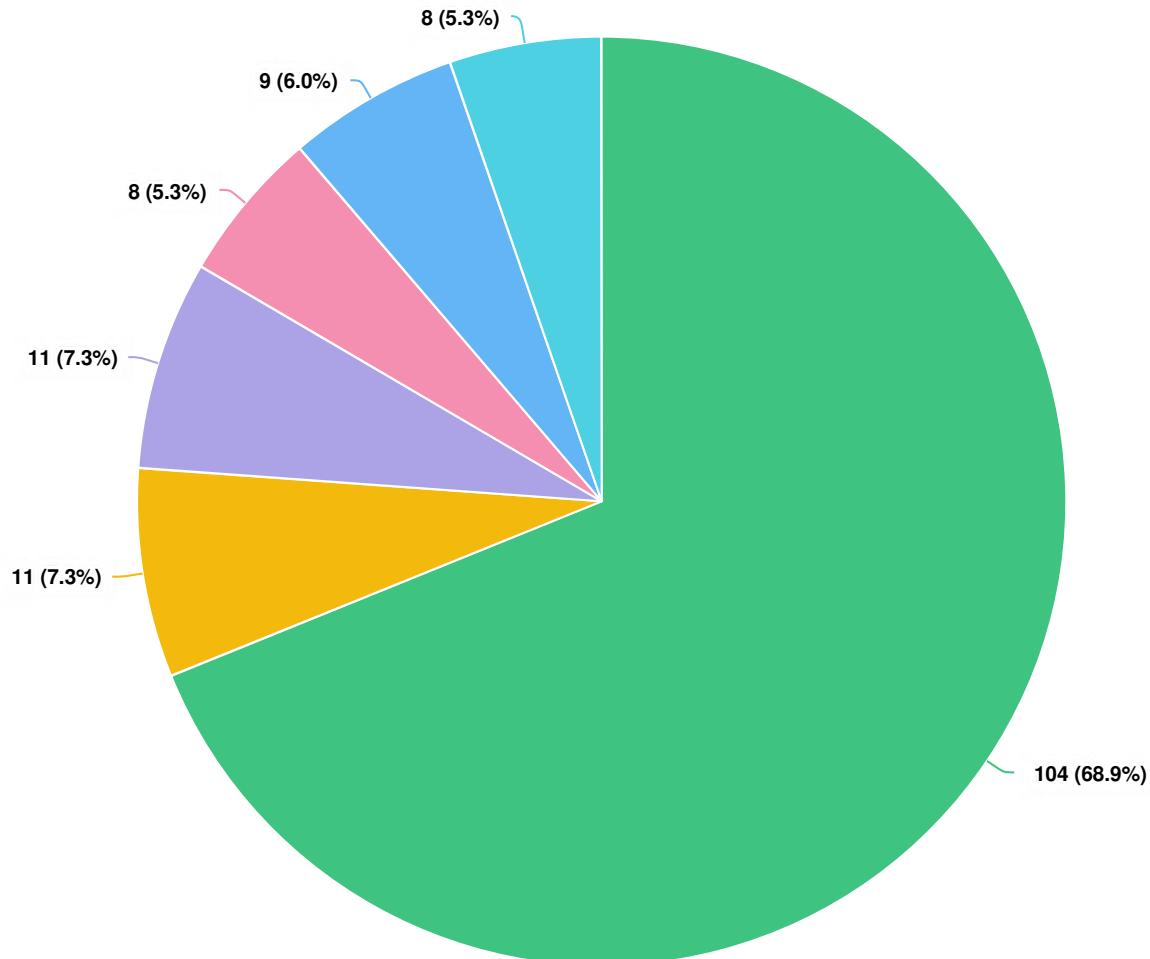
Question options

● Very safe ● Somewhat safe ● Neutral ● Somewhat unsafe ● Very unsafe

Optional question (138 response(s), 16 skipped)

Question type: Radio Button Question

In a typical month, how often do you bike on streets with a speed limit of 30 mph or greater? This can be biking on the street, in a bike lane, or on an adjacent sidewalk.



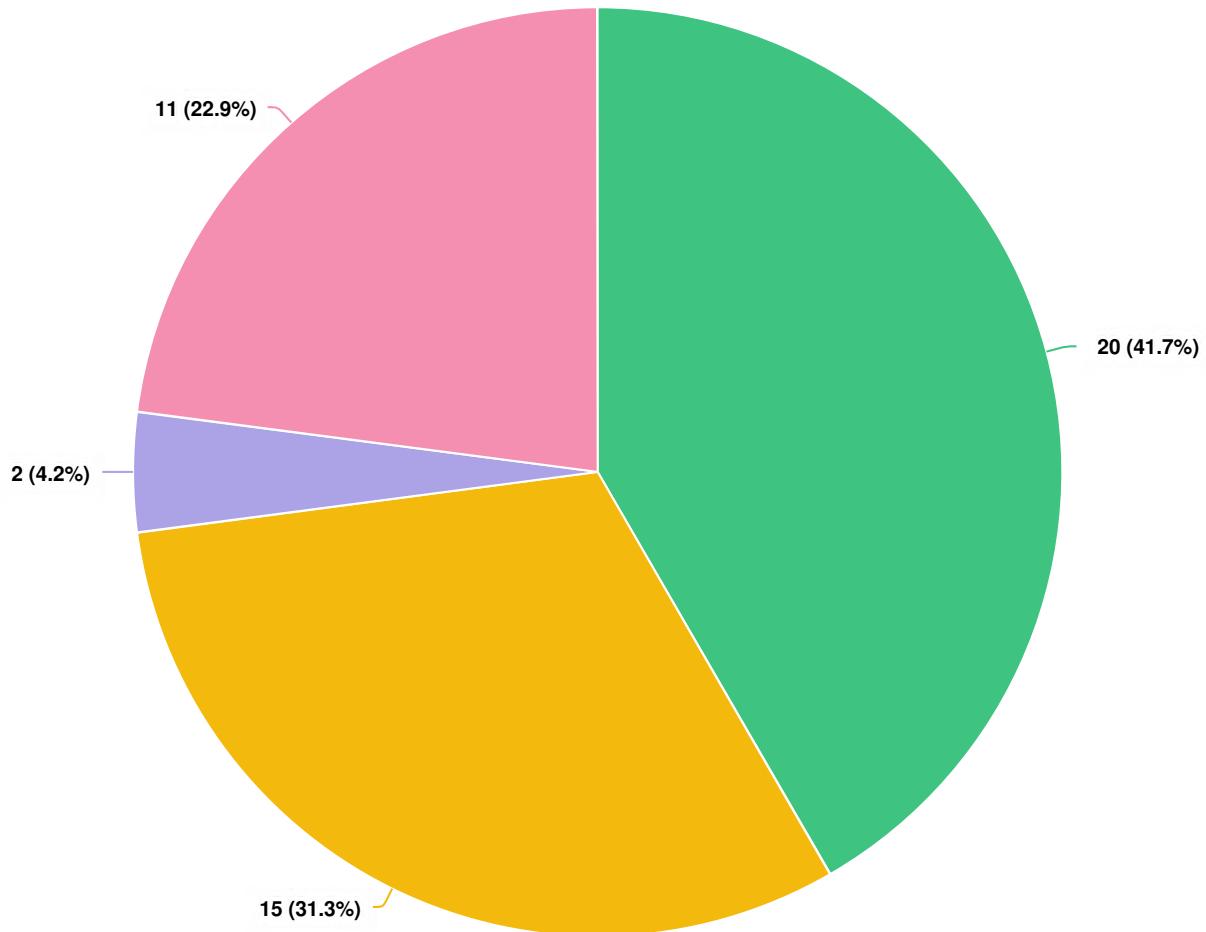
Question options

- Nearly every day
- 4-6 days per week
- 2-3 days per week
- About 1 day per week
- 1-2 days per month
- I do not typically do this

Optional question (151 response(s), 3 skipped)

Question type: Radio Button Question

How safe do you feel biking along streets with a speed limit of 30 mph or greater?



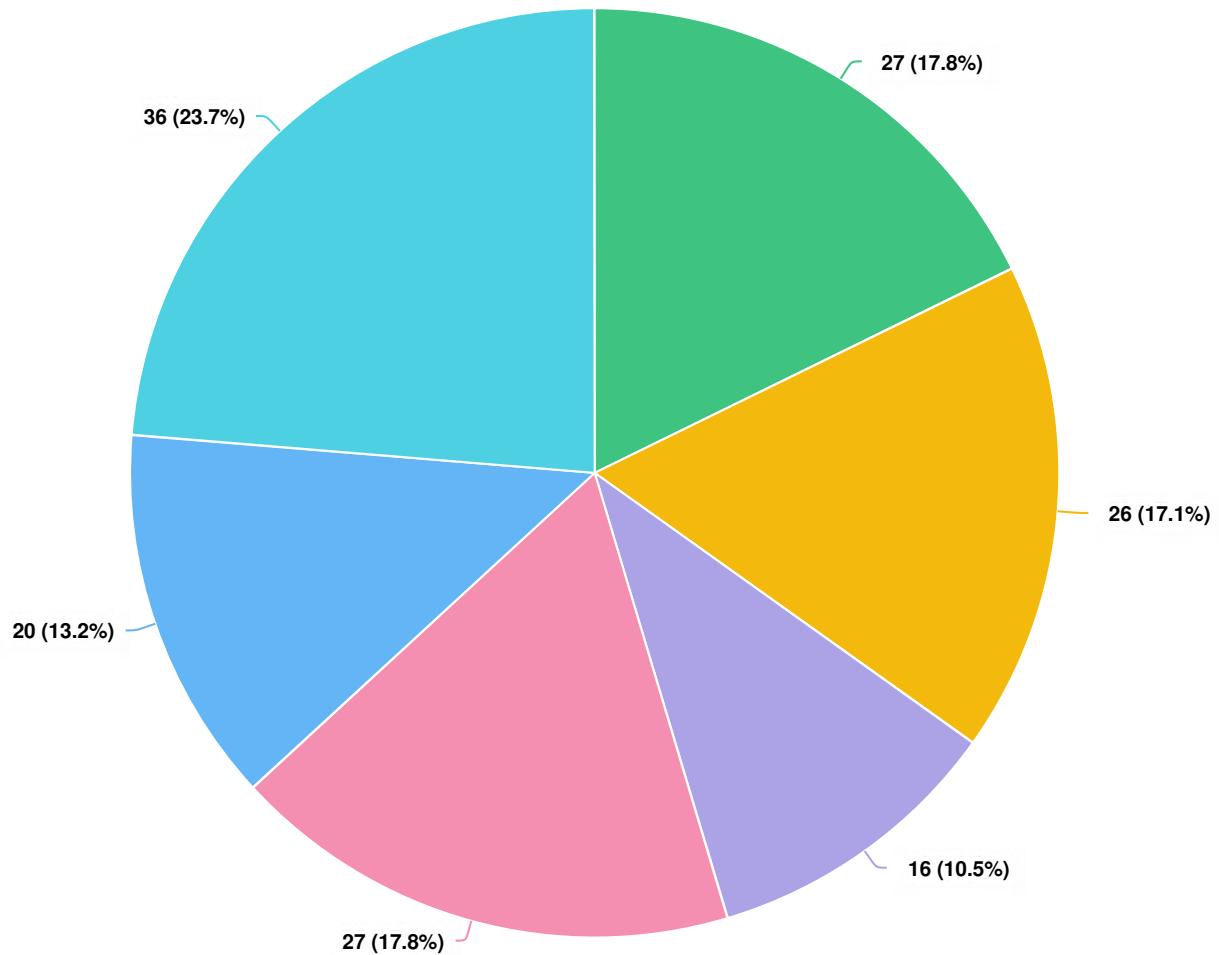
Question options

● Very safe ● Neutral ● Somewhat unsafe ● Very unsafe

Optional question (48 response(s), 106 skipped)

Question type: Radio Button Question

In a typical month, how often do you walk along streets with a speed limit of 30 mph or greater? This can be either walking on the shoulder or on an adjacent sidewalk.



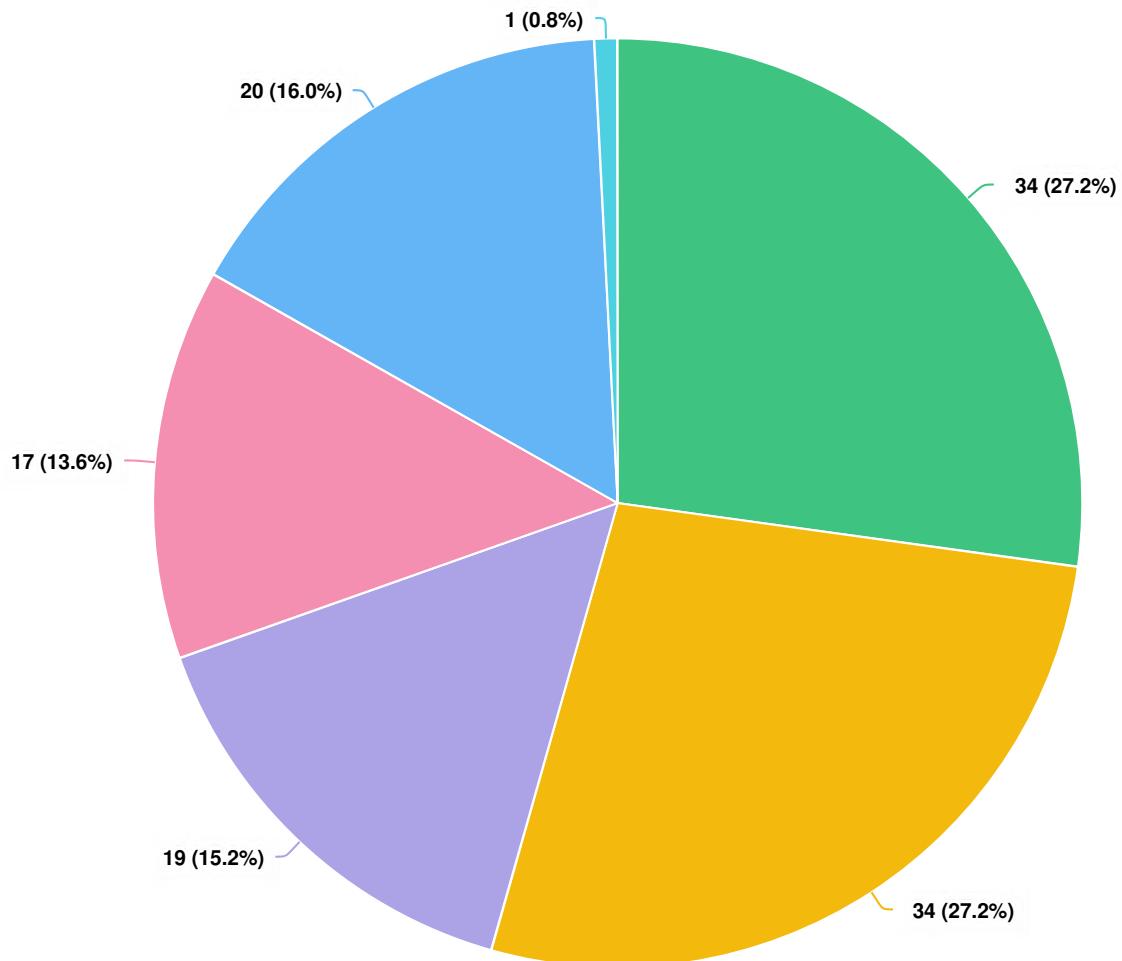
Question options

- Nearly every day
- 4-6 days per week
- 2-3 days per week
- About 1 day per week
- 1-2 days per month
- I do not typically do this

Optional question (152 response(s), 2 skipped)

Question type: Radio Button Question

How safe do you feel walking along streets with a speed limit of 30 mph or greater?



Question options

- I don't typically walk along these streets
- Very safe
- Somewhat safe
- Neutral
- Somewhat unsafe
- Very unsafe

Optional question (125 response(s), 29 skipped)

Question type: Radio Button Question

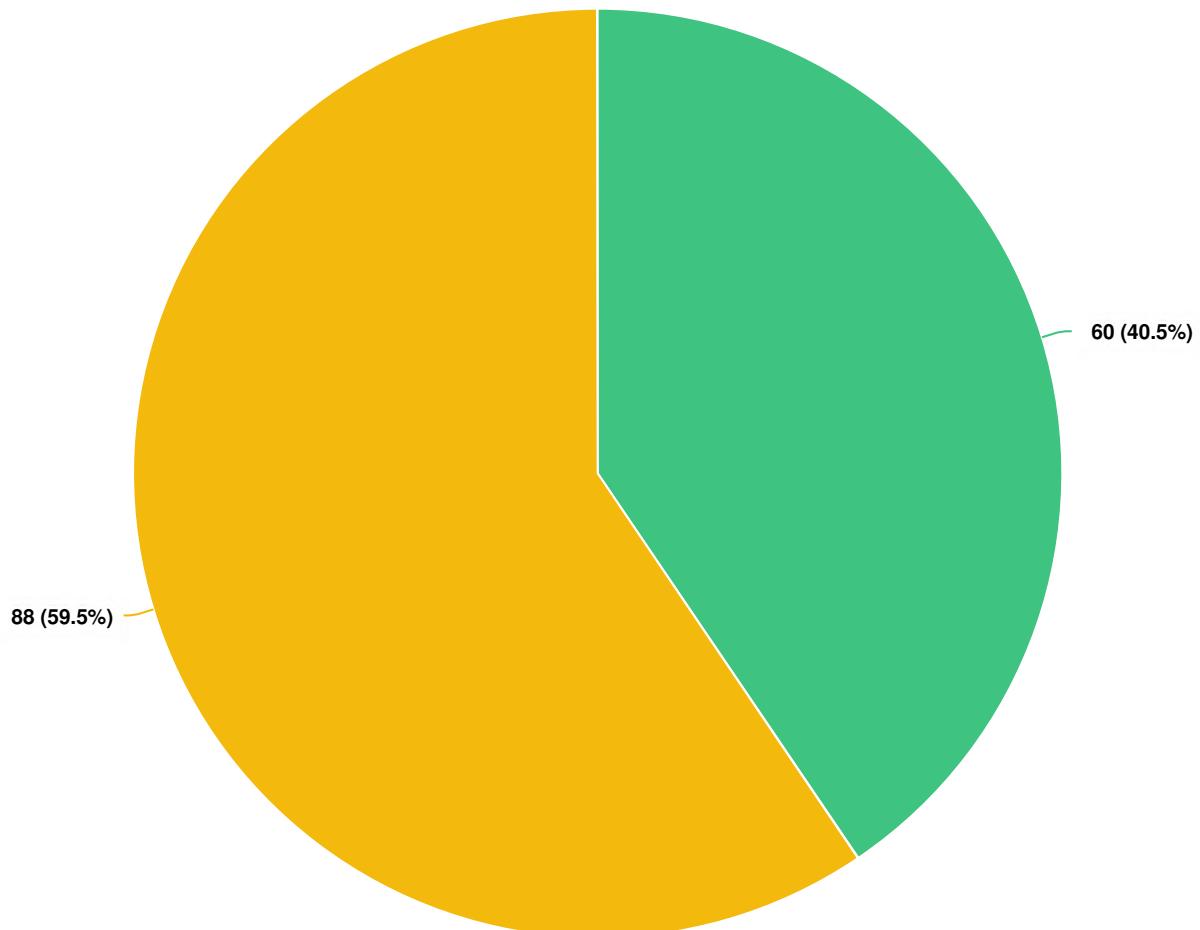
Safe Speeds Bellevue is a new City of Bellevue program to evaluate and reduce speed limits on streets with a speed limit of 30 mph or greater to improve public safety. While 30+ mph streets are 25% of the total street network, they represent 88% of...



Optional question (152 response(s), 2 skipped)

Question type: Likert Question

If speed limits are lowered, do you think most drivers will follow the lower speed limits or ignore them?



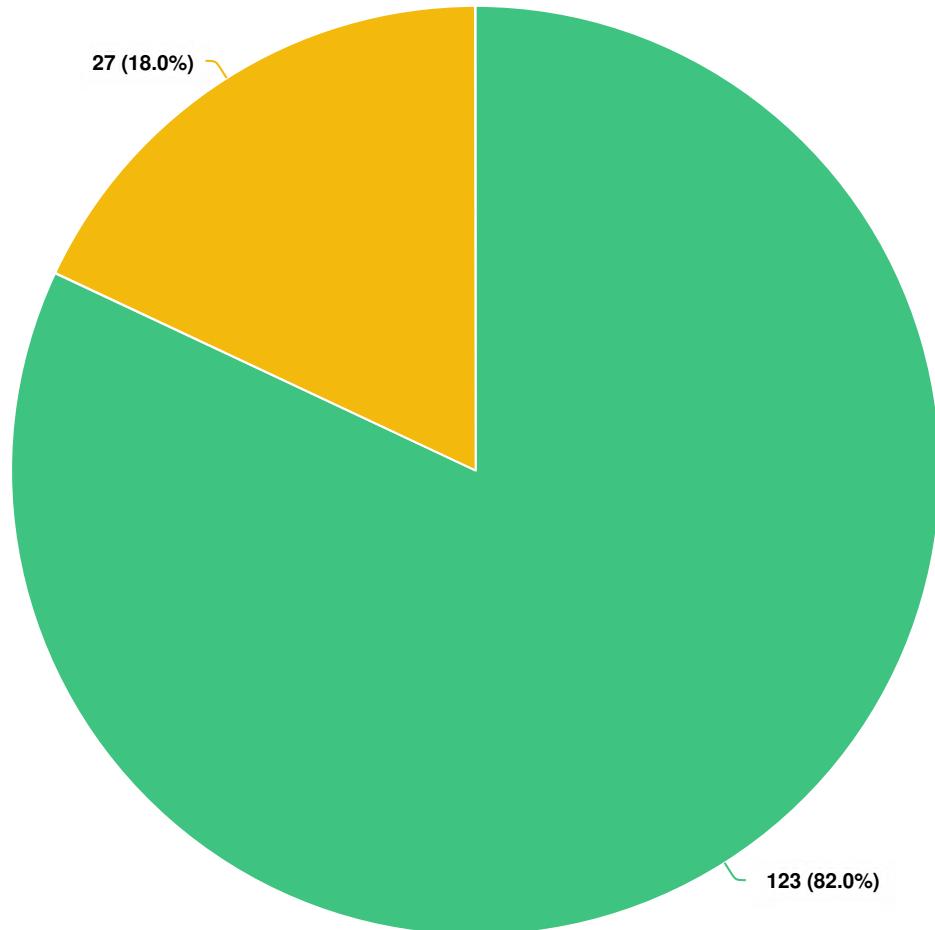
Question options

- I think most drivers will ignore the lower speed limits
- I think most drivers will follow the lower speed limits

Optional question (148 response(s), 6 skipped)

Question type: Radio Button Question

If speed limits are lowered, will you follow the lower speed limits or ignore them?



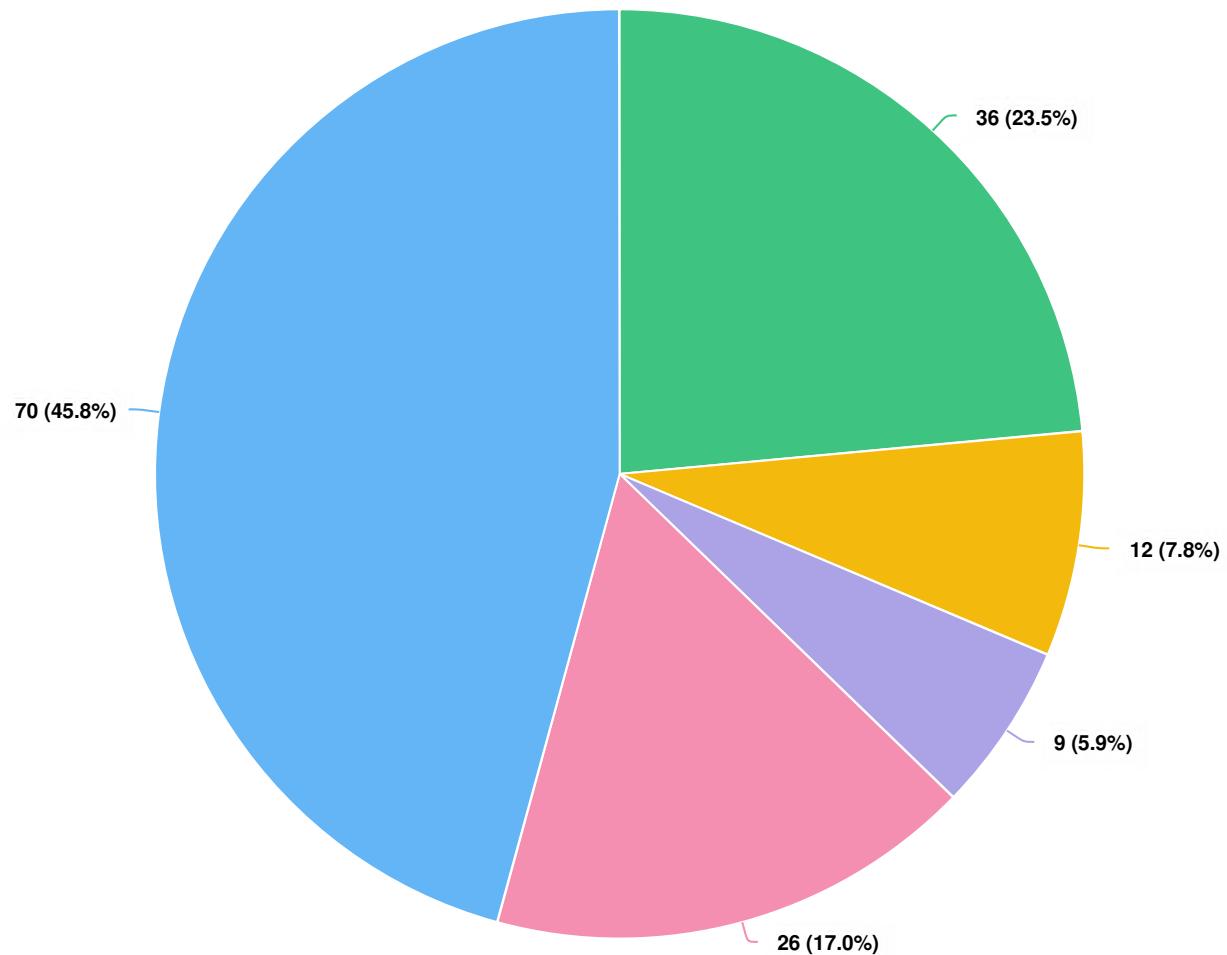
Question options

I will ignore the lower speed limits I will follow the lower speed limits

Optional question (150 response(s), 4 skipped)

Question type: Radio Button Question

To improve road safety in Bellevue, would you support reducing speed limits, even if it meant an increase in travel times?



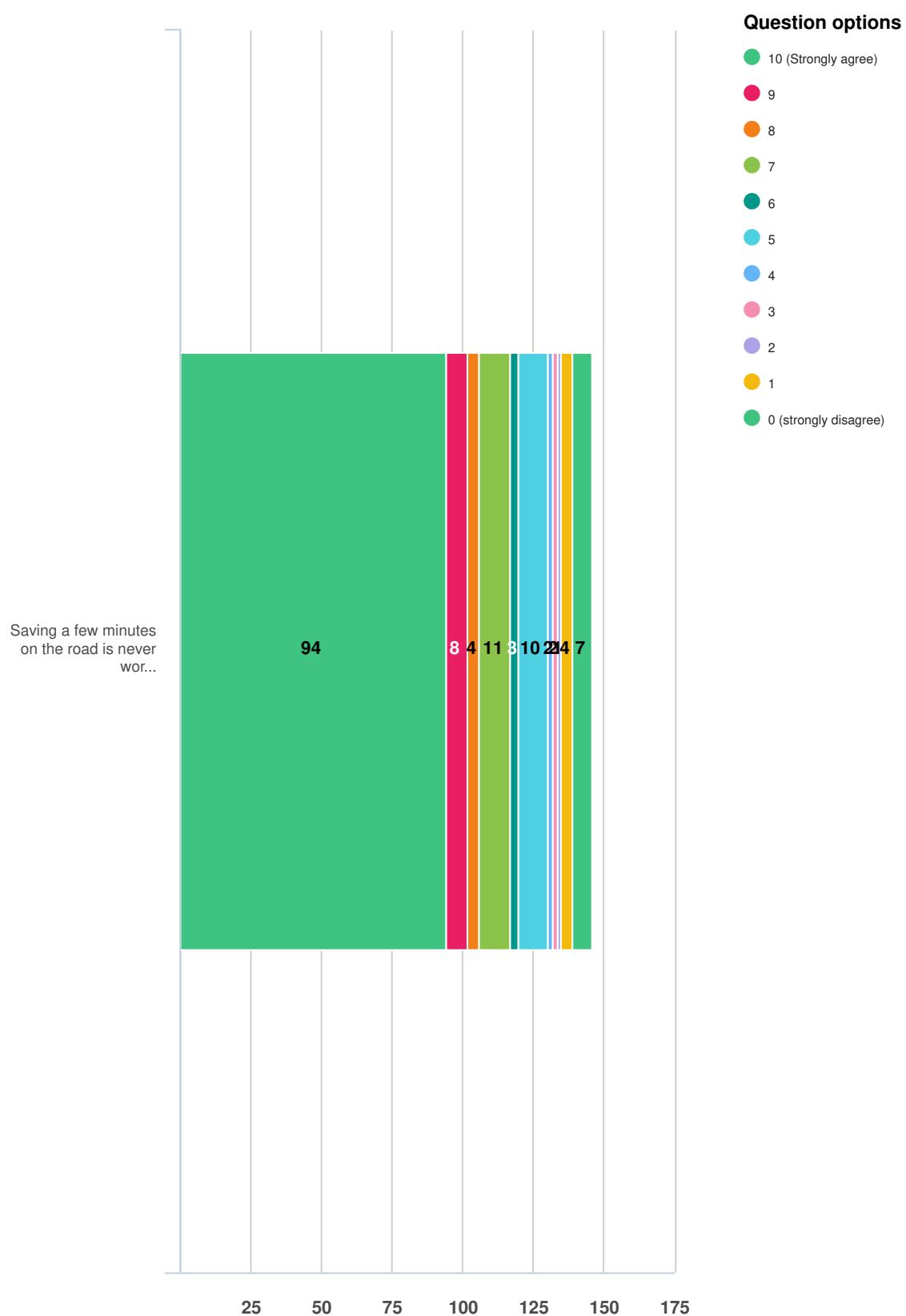
Question options

● Strongly support ● Somewhat support ● Neutral ● Somewhat oppose ● Strongly oppose

Optional question (153 response(s), 1 skipped)

Question type: Radio Button Question

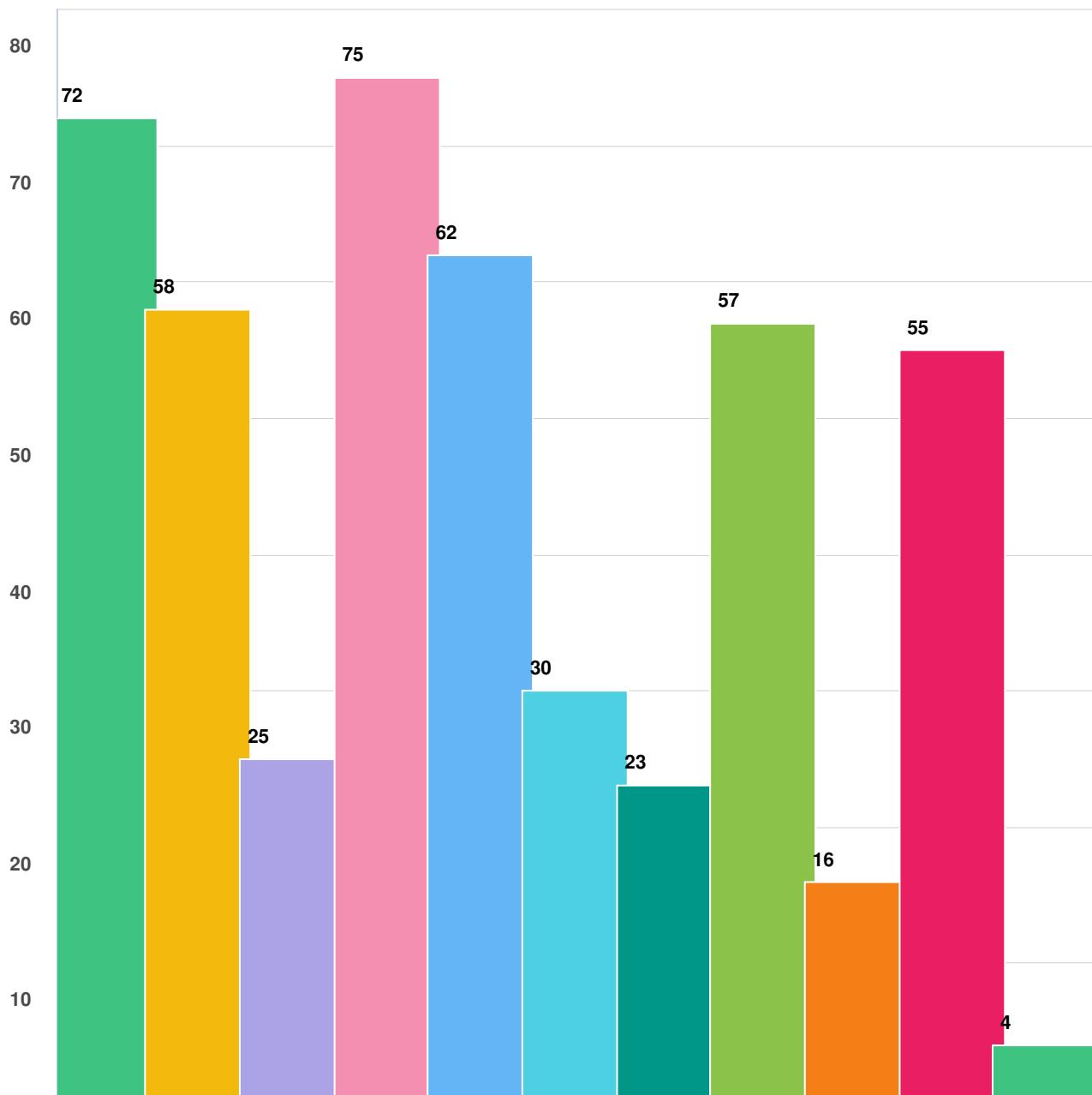
How much do you agree or disagree with the following statement? Use a scale from 0 to 10, where 0 means “strongly disagree” and 10 means “strongly agree.”



Optional question (146 response(s), 8 skipped)

Question type: Likert Question

Which ways would you like to receive information about Bellevue's plans to lower speed limits and improve road safety? (Select all that apply.)



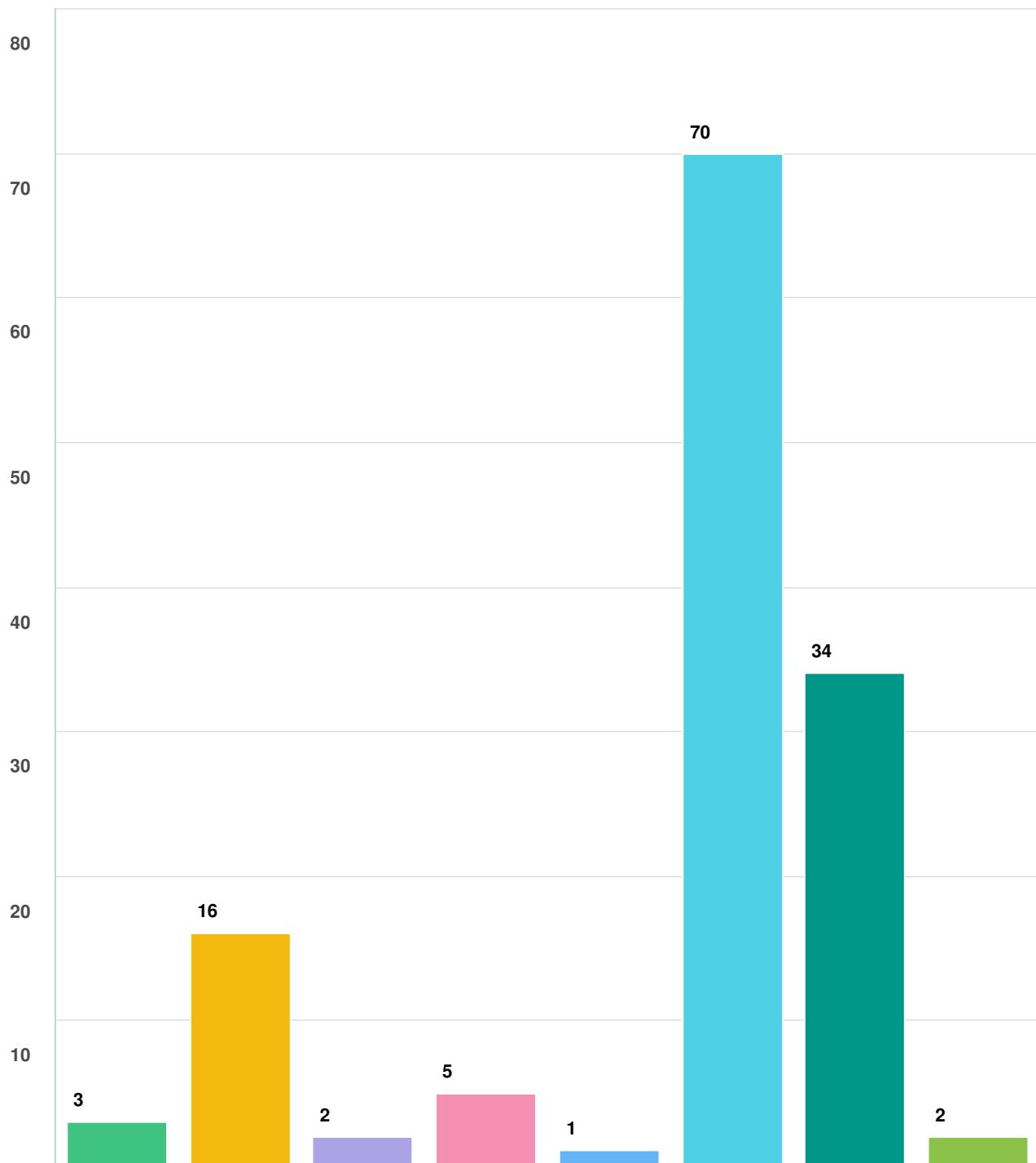
Question options

- Other (please specify)
- Local news coverage (TV, radio, newspapers, online news articles)
- Through your community association
- Social media posts (e.g., Facebook, X, Nextdoor, Instagram)
- Posters displayed in local businesses and community spaces (e.g., coffee shops, grocery stores, libraries)
- City of Bellevue newsletters (e.g., It's Your City, Neighborhood News, etc.)
- Bellevue's project team attending community events (e.g., local farmers markets, neighborhood meetings)
- Flyers mailed to residents
- City webpage (BellevueWA.gov)
- Yard signs
- Email list

Optional question (140 response(s), 14 skipped)

Question type: Checkbox Question

What is your race/ethnicity?



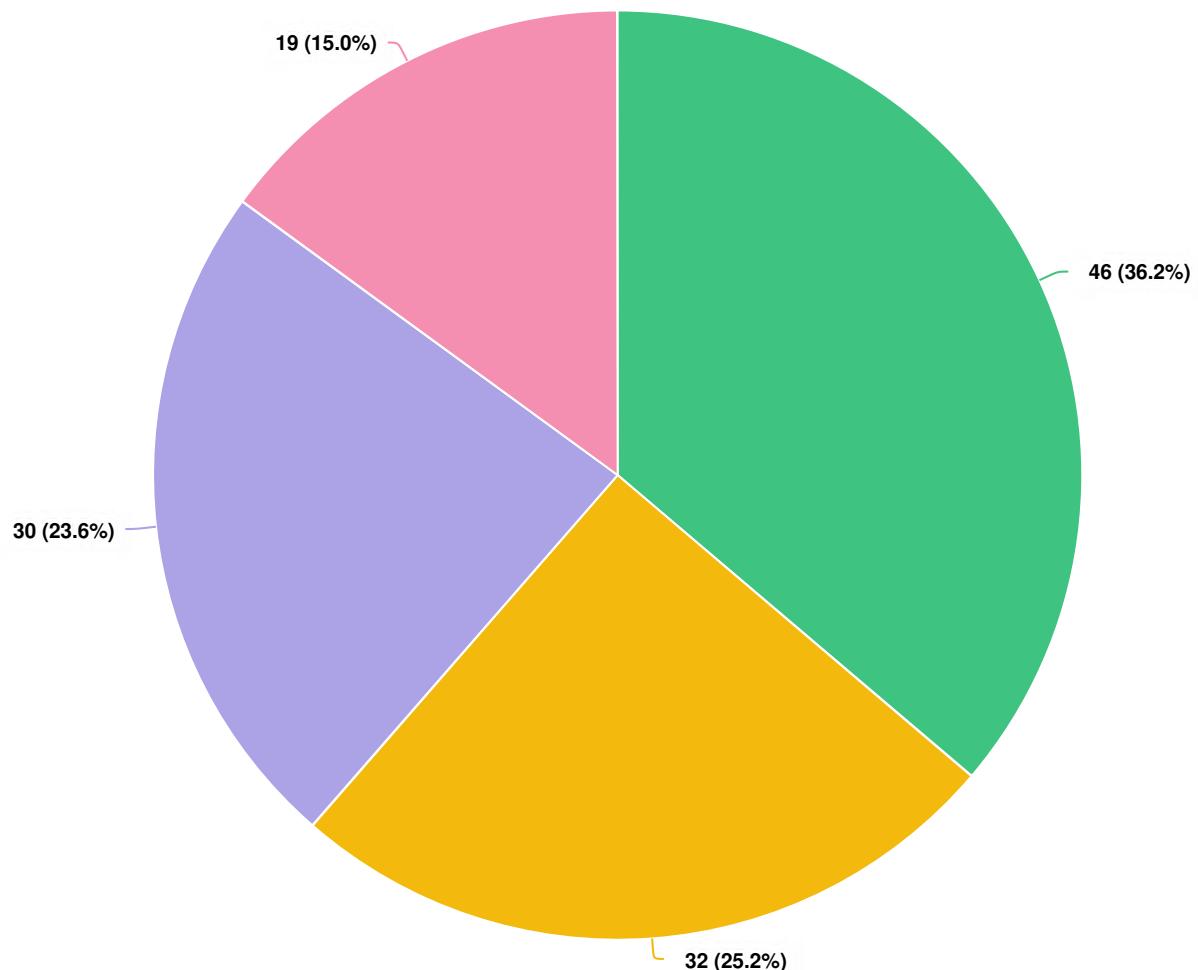
Question options

- Other (please specify)
- Prefer not to answer
- White
- Native Hawaiian or Pacific Islander
- Hispanic, Latino or Hispanic ancestry
- Black/African-American
- Asian
- American Indian or Alaska Native

Optional question (127 response(s), 27 skipped)

Question type: Checkbox Question

How old are you?



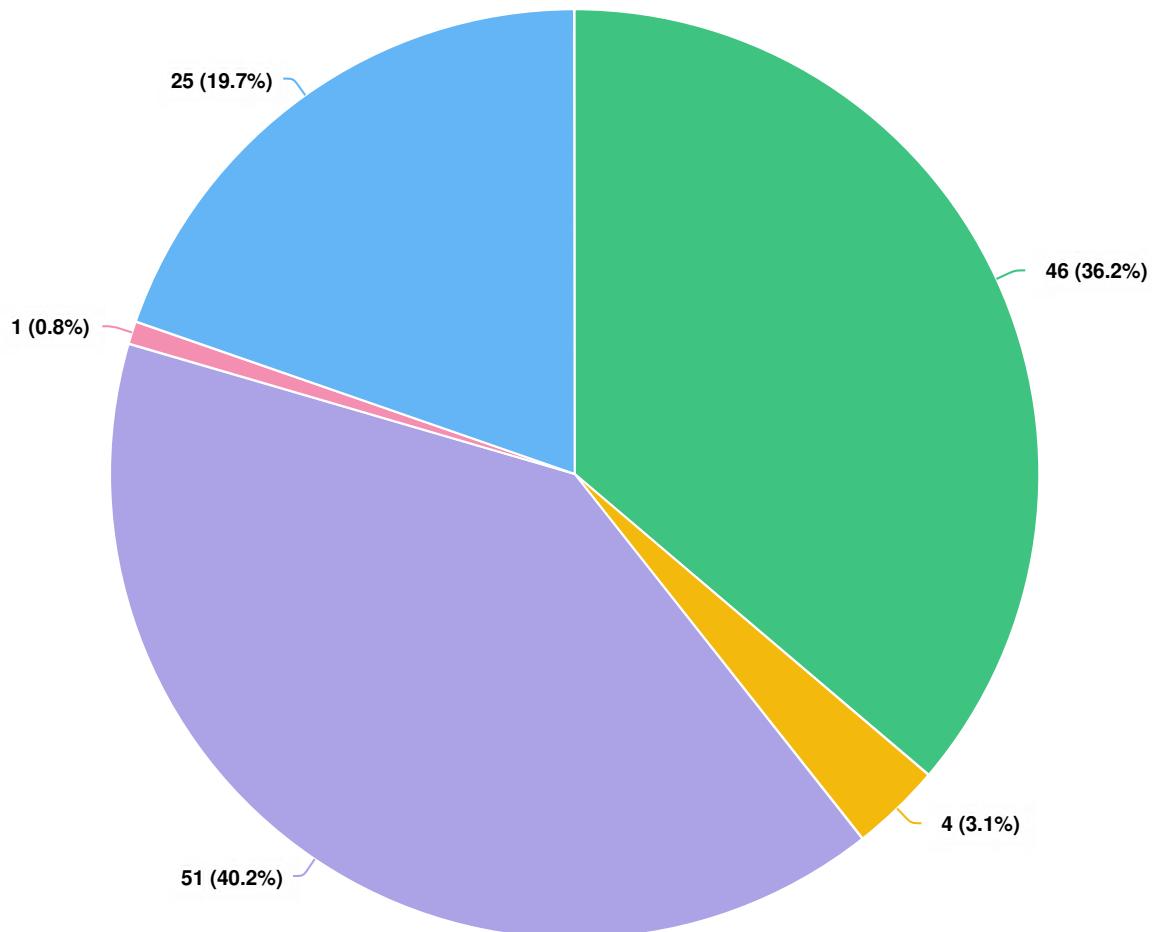
Question options

● Prefer not to answer ● 65 years old or older ● 44 to 64 years old ● 18 to 44 years old

Optional question (127 response(s), 27 skipped)

Question type: Radio Button Question

What is your gender identity?



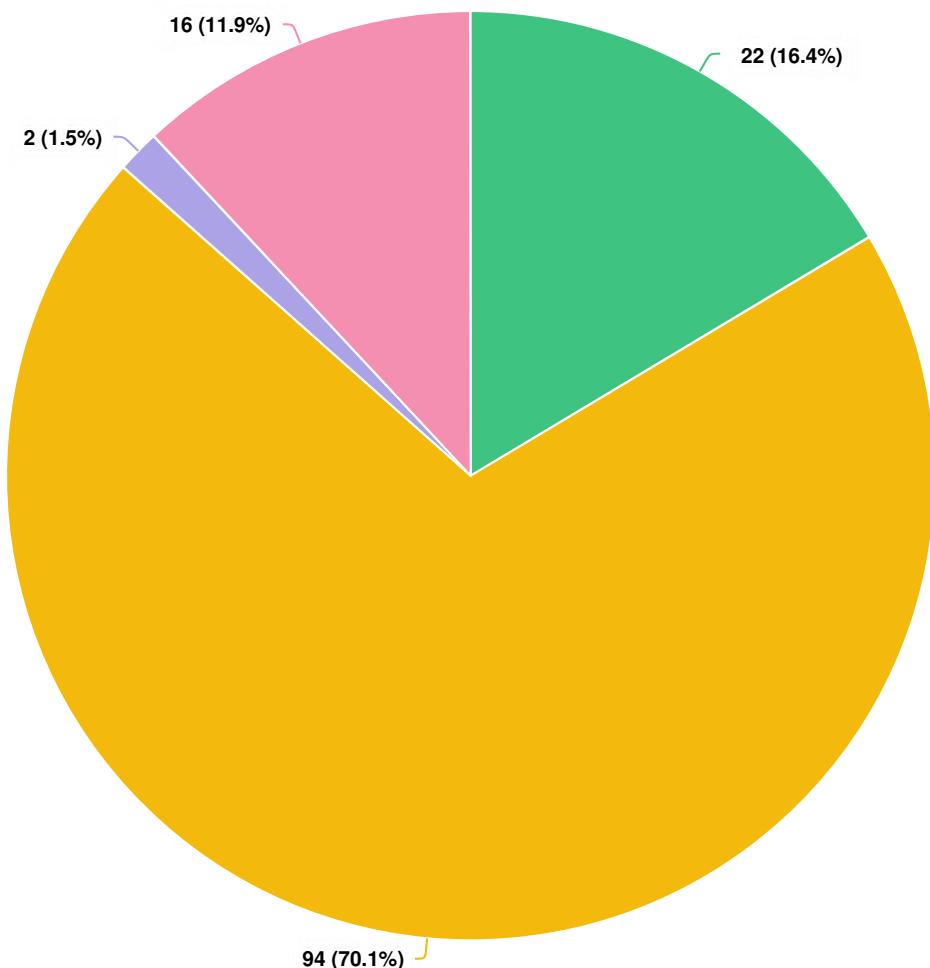
Question options

● Prefer not to answer ● Transgender ● Male ● Non-binary ● Female

Optional question (127 response(s), 27 skipped)

Question type: Radio Button Question

Do you rent or own your current residence?



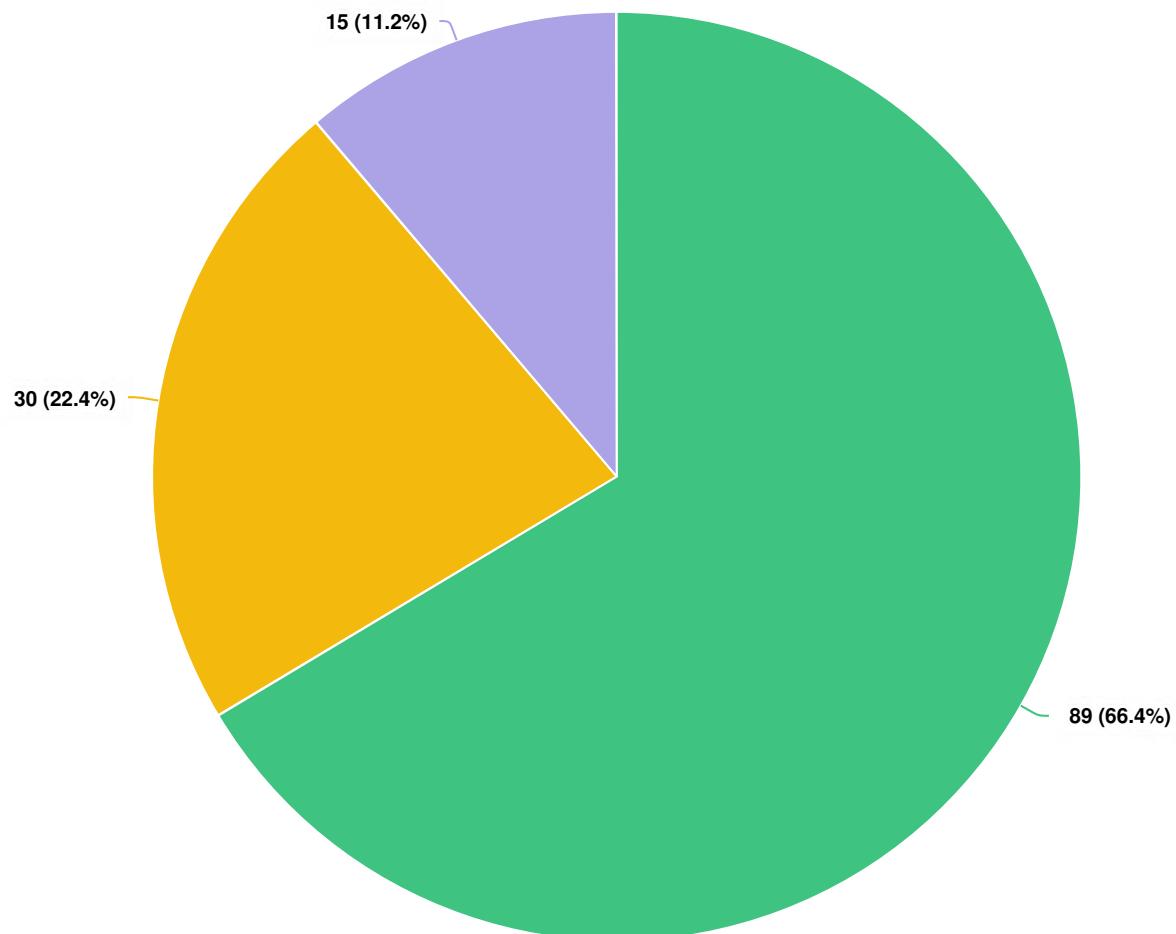
Question options

● Prefer not to answer ● Living with parents/grandparents/guardians/family ● Own ● Rent

Optional question (134 response(s), 20 skipped)

Question type: Radio Button Question

What type of home do you live in?



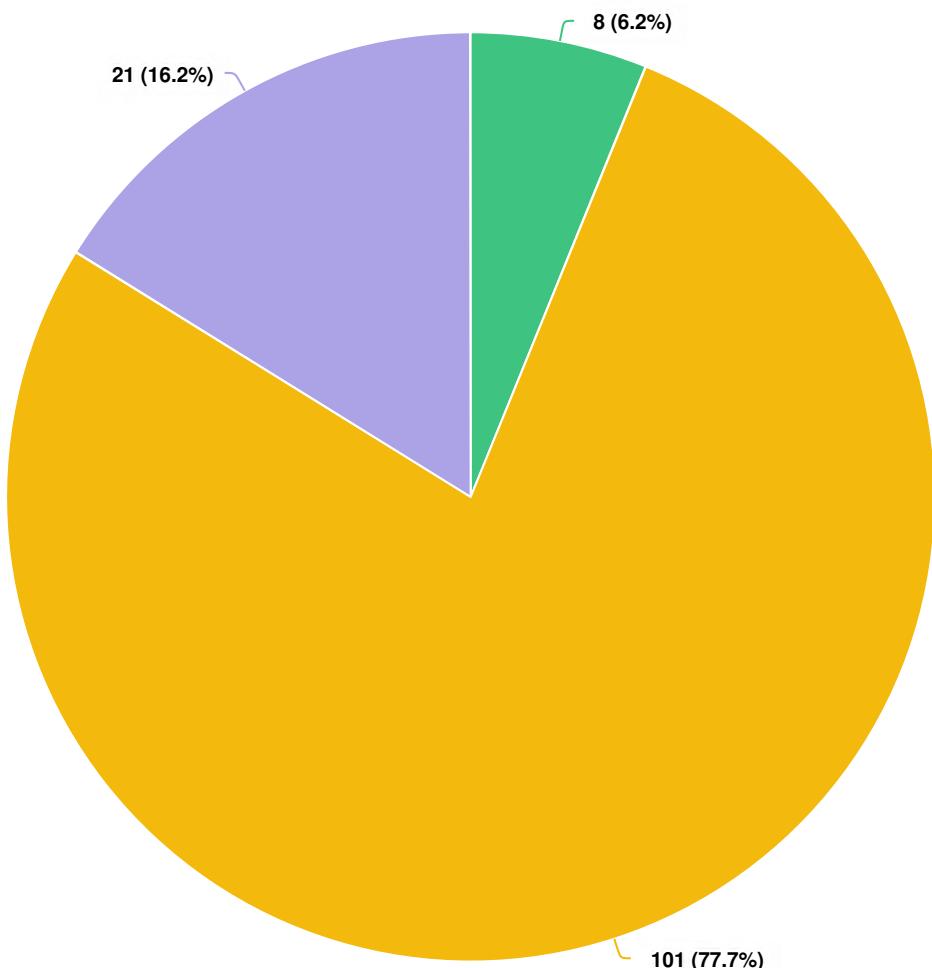
Question options

● Prefer not to answer ● Apartment, Condo, or Townhome ● Single family home

Optional question (134 response(s), 20 skipped)

Question type: Radio Button Question

Do you have a disability?



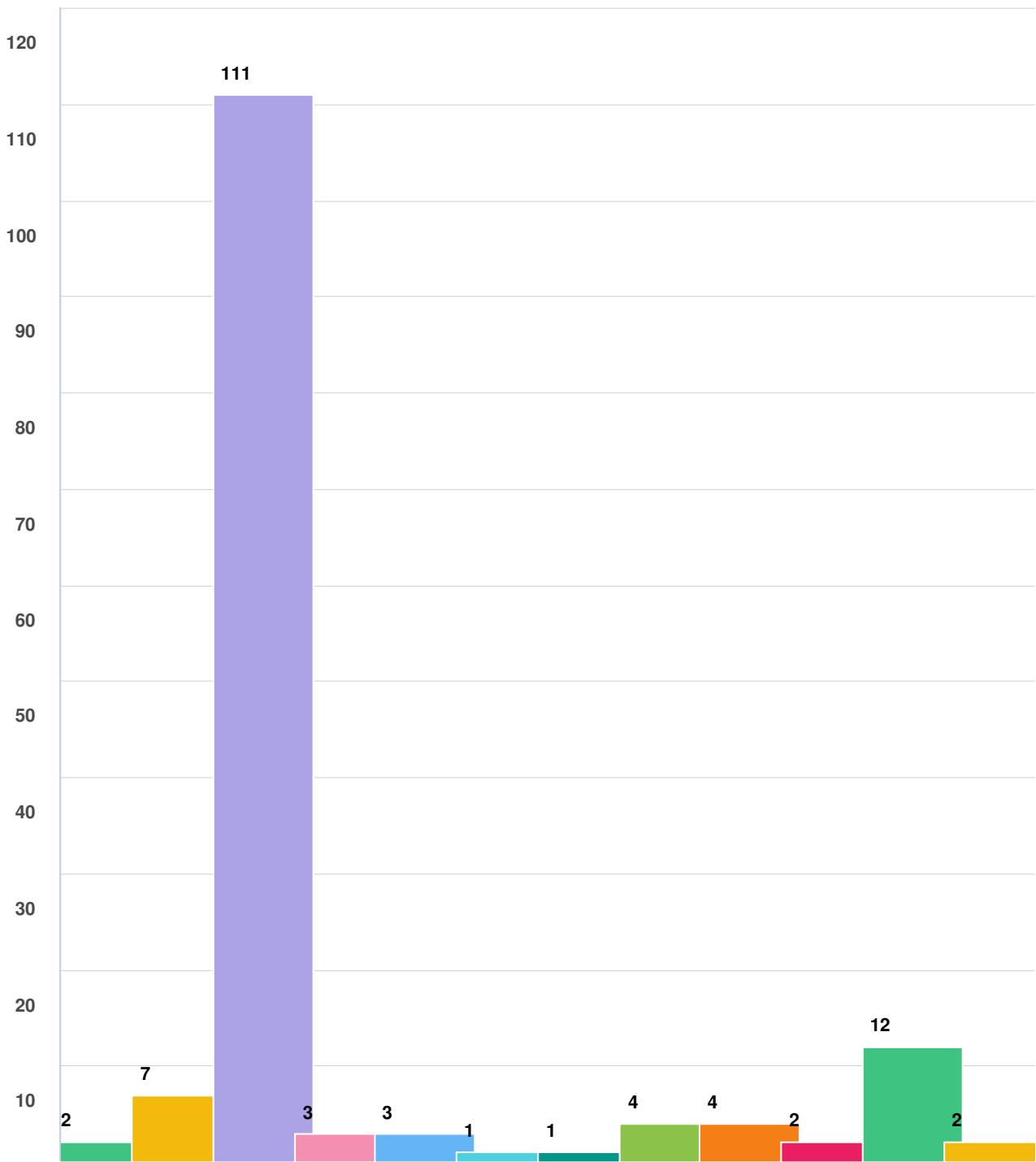
Question options

● Prefer not to answer ● No ● Yes

Optional question (130 response(s), 24 skipped)

Question type: Radio Button Question

What language(s) do you speak at home? Check all that apply.



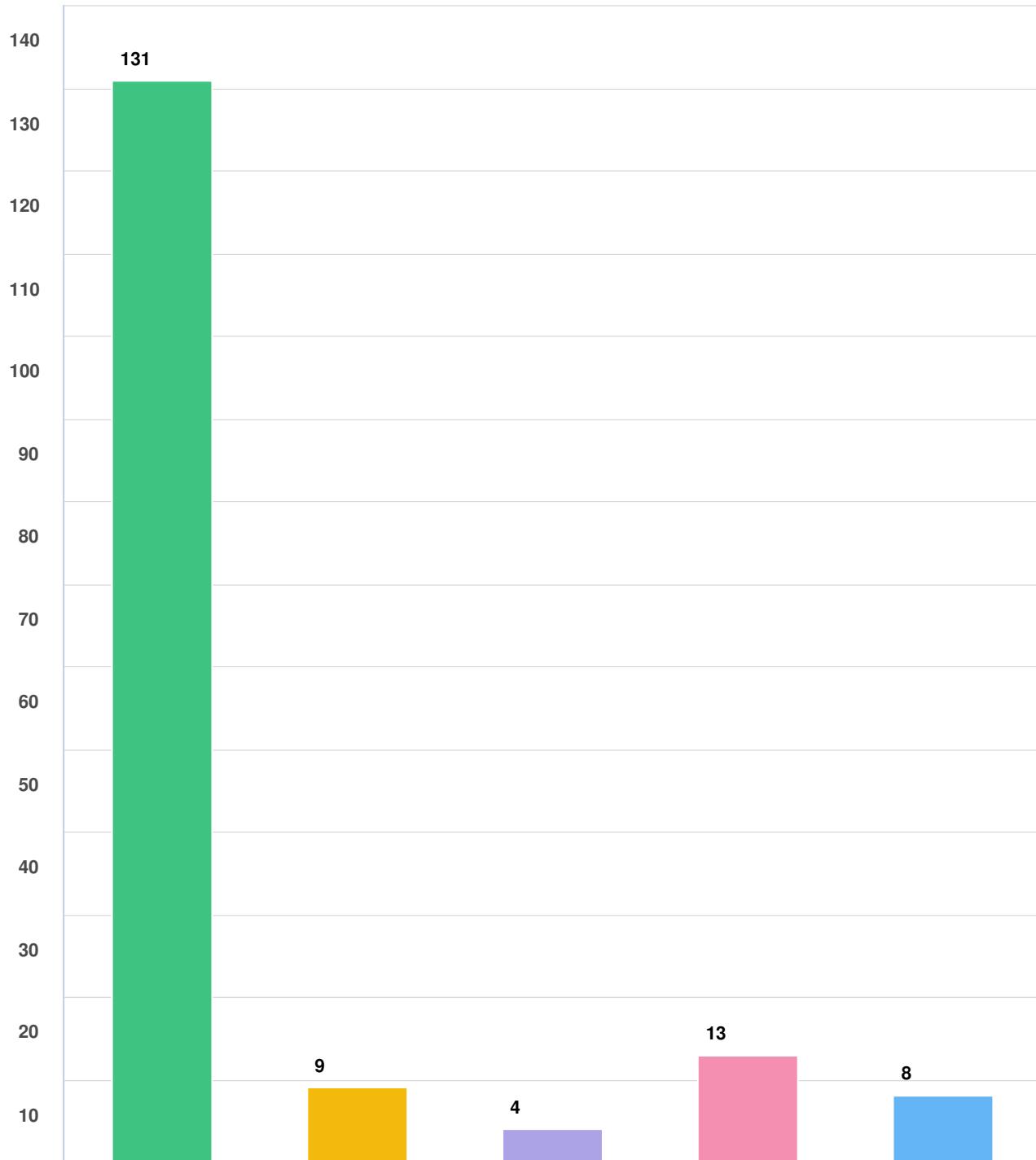
Question options

Yellow circle: Other (please specify)	Green circle: Prefer not to answer	Pink circle: Vietnamese	Orange circle: Spanish	Light green circle: Russian	Dark teal circle: Japanese
Cyan circle: Hindi	Blue circle: German	Pink circle: French	Light blue circle: English	Yellow circle: Chinese – Mandarin	Green circle: American Sign Language

Optional question (126 response(s), 28 skipped)

Question type: Checkbox Question

What is your main relationship with Bellevue? (check all that apply)



Question options

- I come to Bellevue, to shop, dine, have fun, but live elsewhere. I work in Bellevue, but live elsewhere
- I go to school in Bellevue I own or operate a business in Bellevue I live in Bellevue

Optional question (142 response(s), 12 skipped)

Question type: Checkbox Question