

May 11 Neighborhood Traffic Mitigation Committee Meeting (#1)

5-7 pm, 1E-112

Staff Liaisons:

- Marie Jensen, East Link Outreach, Transportation Dept.
- John Murphy, Neighborhood Traffic Safety Services, Transportation Dept.

Neighborhood Traffic Mitigation Committee:

Beaux Arts Village	Bellecrest	Enatai	Surrey Downs
Tom Stowe	Mike Koehn	Kevin Paulich	Kerri Patterson
Eugenia Yen	Tricia Thomason	Rebecca Spears	Ed Nugent
Cynthia Hudson	Liz Hale	Katherine Christopherson	

Agenda:

- 5:00—Welcome and introductions (Marie J.)
- 5:15—Committee roles & responsibilities and estimated timeline (Marie)
 - Next meeting (All)
 - Ground Rules (All)
- 5:45—Summary of April 27 meeting (John M)
 - Tools and strategies
 - Police & Fire opinions/experiences
 - Q&A (All)
- 6:15—Related Issues: Construction impacts touching on Bellevue Way & 112th Ave (John M)
 - South Bellevue HOV Project
 - P&R closure
 - Draft East Main Station Area Plan
- 6:30—Next Meeting: Topics, information needed (All)
- 6:50 – Wrap Up (Marie)

South Bellevue Neighborhood Traffic Committee

REPRESENTATION, ROLE AND RESPONSIBILITY

Committee background:

This model is similar to those used on traffic calming projects in the City of Bellevue. It has been slightly adapted to account for the multiple neighborhoods that are involved.

Committee Role

- Understand current traffic conditions in affected areas and potential impacts of East Link construction.
- Based upon feedback from residents of impacted neighborhoods and staff input, consider possible traffic impacts from construction of South Bellevue East Link Station and recommend mitigation that will 1) minimize traffic diversion or 2) manage traffic that diverts in neighborhood by ensuring people drive responsibly.
- Recommend mitigation based upon City's Neighborhood Traffic Safety program and identified in Exhibit P of the 2015 Amended MOU.
- Understand that recommendations are temporary and may be implemented during construction upon a demonstrated need
- Accept that the City will determine feasibility for what mitigation will be implemented where and when and will coordinate with Sound Transit's contractor for installation.

Committee Members' Responsibilities

- Work collaboratively with fellow neighbors, members, and city staff.
- Set expectations of residents of impacted neighborhoods regarding the role of the South Bellevue NTC.
- Stay focused on mitigating anticipated traffic impacts on Bellevue Way/112th Ave from construction; not existing conditions nor the from the closure of the South Bellevue Park & Ride as those impacts are to be addressed through a separate process.
- Commit to full participation at meetings to be scheduled by the City; most likely 4 to 5 meetings. **The first Traffic Committee meeting is scheduled for May 11.**
- Inform and talk to neighbors about proposed measures

Committee Representation

- Broad and balanced representation from neighborhoods in South Bellevue (south of Main St) affected by construction of South Bellevue East Link alignment; particularly impacts to Bellevue Way/112th Ave SE that may result in traffic being diverted into neighborhoods
- One (1) Neighborhood Association President/Designee for
 - Surrey Downs
 - Bellecrest
 - Enatai

- Beaux Arts Village
- Community At Large Membership
 - Open to interested members of affected neighborhoods (*as background, there are 303 households in Surrey Downs, 291 in Bellecrest, 964 in Enatai, and 116 in Beaux Arts Village*)
 - Ideal total membership: up to 15 participants
- No appointment process

DSD. The 3-year period shall begin at the start of vehicle testing and system start-up prior to revenue service. Sound Transit will monitor once during vehicle testing and system start-up and once each year for two years after revenue service begins for a total of three rounds of monitoring. Monitoring will be conducted at representative locations where impacts and mitigation have been identified in the Design and Mitigation permit process.

If measured levels show that noise or vibration attributable to the Project exceed FTA criteria or DMP requirements applicable at the time of DMP approval, and track or light rail vehicle modifications are not sufficient to bring the Project within compliance, Sound Transit shall submit a mitigation plan within sixty (60) days with appropriate reasonable mitigation for approval by the Director of DSD to achieve compliance. Such mitigation techniques may include, but shall not be limited to, adjustments to bells and auditory devices at stations, increase in the height or length of existing noise walls where feasible, installation of noise walls along the guideway, rights-of-way or property boundaries, installation of track lubricators or noise insulation packages, acoustic grinding of rails or installation of rail dampers. Upon approval of such mitigation plan by the Director of DSD, Sound Transit shall work to expedite installation of the approved corrective mitigation. One additional round of monitoring will be conducted to confirm compliance at the location of any exceedances if identified in the last year of the monitoring program.

- 23.2 Outreach. The Parties acknowledge that community outreach is critical to ensure that local residents and businesses are fully informed about potentially significant disruptions, such as temporary street closures, changes in transit service, and parking availability. The parties agree to the following:
- (a) Sound Transit will lead, in consultation with the City, all construction outreach to residents and businesses directly and indirectly impacted by construction, including coordination meetings with the contractor, city and key stakeholders throughout construction.
 - (b) Sound Transit acknowledges that the City has a robust Neighborhood Traffic Safety Services group (“NTSS”) with existing neighborhood history, contacts, outreach and toolbox of methods for implementation. Use of the city’s resources will allow for a more streamlined process for the contractor. The NTSS shall work with affected neighborhoods to address traffic related impacts during construction of the Project and to identify mitigation measures to be implemented. Such neighborhood traffic mitigation measures shall be limited to those types of projects identified in Exhibit P. Sound Transit shall be required, at its sole cost and expense to install the measures as mutually agreed and consistent with standard practices of the NTSS.

Neighborhood Traffic and Parking Mitigation Strategies during East Link Construction

The purpose of this document is to highlight temporary strategies that could mitigate traffic and parking impacts to residential neighborhoods that result from East Link construction.

These strategies are being developed to address traffic mitigation and parking mitigation because of the long-term duration of East Link construction across all contract segments. Neighborhood impacts that result from large-scale city projects are often considered. Long-term roadway closures (e.g. Coal Creek Parkway) and planned capacity projects on arterials (NE 4th St) have instigated the installation of radar signs, one-lane zones, and entry treatments in adjacent neighborhoods.

Traffic Mitigation: Refers to tools that will largely manage traffic volume and reduce excessive vehicles speeds as a result of neighboring residential streets being more attractive routes for motorists as a result of construction activity on primary routes

Parking Mitigation: Refers to tools that would minimize parking impacts in neighborhoods that could increase during construction.

Within the traffic and parking mitigation categories, there are several temporary tools that could be implemented to mitigate concerns. Tools are only being considered while construction activity takes place, not during the future permanent condition (i.e. capital improvements are not being considered and any features in the roadway will be easily removed upon completion of construction). The process by which tools are implemented would be managed by the City of Bellevue. Inclusion of the tools in the document does not guarantee their implementation. Additional analysis, field reviews, and extensive community involvement will be required prior to implementation. They are as follows and described in more detail below. These tools may be appropriate in South Bellevue, East Main, Downtown, or Bel-Red.

It needs to be reiterated that all tools are temporary in nature. Only materials that are easily to implement and remove are being considered (e.g. rubber speed humps).

Traffic Mitigation Tools		Parking Mitigation Tools	
Temporary features in the roadway	Full closure	Parking	General parking restrictions
	Partial closure		
	One lane zone/chicane		
	Speed humps (e.g. rubber material)		
Signs	Radar signs		
	Local access only signs		
	Turn restrictions		

Some tools are self-enforcing such as speed humps and chicanes while others, such as signage and parking restrictions, require a strong enforcement commitment to be successful. Simply implementing these tools without enforcement behind it will drastically reduce their effectiveness, particularly in the long-term.



Due to the nature of construction activity, there may be other tools not currently identified that are best suited to address neighborhood and parking concerns. Any mitigation strategy will need to allow for flexibility in application to adjust for changing conditions associated with construction activity, timing, and influences and will also require extensive neighborhood outreach. A public outreach plan is not included as part of this document but will be considered alongside the development of mitigation strategies.

Traffic mitigation tools

Temporary features in the roadway:

Full closure: A full closure physically closes a roadway in a neighborhood and is considered the most restrictive and severe form of traffic calming. These installations eliminate or reroute cut-through traffic but come with significant trade-offs for residents including increased travel time to and from their homes. Full closures can be implemented with impermanent materials such as flexible vertical pylons.

Benefits: manage traffic volume, reduce excessive vehicle speeds, improve pedestrian and bicycle safety, enhance neighborhood identity

Partial closure: Partial closures restrict the roadway to one direction of travel. They limit vehicular access into neighborhoods while still providing residents with either an exit or entrance depending on the restriction. Partial closures change traffic patterns for residents within a neighborhood sometimes resulting in longer travel times and traffic shifts within the residential area.

Benefits: manage traffic volume, reduce excessive vehicle speeds, improve pedestrian and bicycle safety, enhance neighborhood identity

One lane zone/chicane: Chicanes are a series of two to three curb extensions that alternate from one side of the street to the other forming S-shaped curves on what would be an otherwise straight roadway. Slow points are curb extensions that narrow a roadway, sometimes allowing only one car at a time to pass. This treatment is used to reduce vehicle speeds. In some cases, this tool can be designed as a one-lane zone which allows only one vehicle at a time to pass, requiring vehicles at both ends to stop or yield before proceeding through. This creates delay for motorists and can reduce cut-through traffic as a result. One lane zones can be implemented with impermanent materials such as flexible vertical pylons. The city has used removable materials on past one lane zone/chicane projects.

Benefits: manage traffic volume, reduce excessive vehicle speeds

Speed humps: Speed humps (also known as speed bumps) have been used in the City of Bellevue since 1985 as a technique to reduce vehicle speeds. They are different from the more severe speed humps you may find in a parking lot. A speed hump causes a vehicle to produce a rocking motion, creating an uncomfortable sensation for the occupants of speeding vehicles



thus encouraging the driver to reduce their speed. Speed humps, traditionally made of asphalt, can be implemented on a temporary basis using removable materials such as hard rubber. The city has used removable materials on past speed humps projects.

Benefits: manage traffic volume, reduce excessive vehicle speeds, and heighten school zone awareness

Signs:

Temporary Radar signs: Stationary radar signs direct a driver's attention to the posted speed limit and digitally display the speed of the driver's vehicle on a large message board. This instant feedback results in a greater awareness of the speed limit and encourages motorists to adjust their speed accordingly, if needed. Typically, these signs are installed where other physical traffic calming measures are not appropriate. These installations have been shown to reduce vehicle speeds by 6-8 mph.

Benefits: reduce excessive vehicle speeds

Reduced speed limit signs: Reduced speed limit signs are an opportunity to reduce the speed limit on a street (e.g. from 25 mph to 20 mph). This may be appropriate in residential neighborhoods where curvilinear street patterns or other characteristics invite lower speeds.

Benefits: reduce excessive vehicle speeds

Local access only signs: "Local access only" signs are generally positioned at the entrance to a neighborhood to discourage non-resident motorists from using the roadway. Unless ordinated with a commitment of enforcement, over time, their effectiveness can decrease.

Benefits: manage traffic volume

Turn restrictions: Turn restrictions are placed at the entrance to neighborhood that restrict through movements or turns into the neighborhood. They can be all-day restrictions or during specific times, such as the peak-periods. Turn restrictions require a commitment of enforcement to be effective.

Benefits: manage traffic volume

Parking tools

Parking:

General Parking Restrictions: Parking restrictions are installed in neighborhoods for a variety of reasons, such as for sight-distance issues near an intersection, limited roadway widths, and spillover parking from businesses, schools, or parks. These restrictions do not allow any vehicles to park in these areas during the time indicated on the signs. Parking in these areas is also restricted to residents.

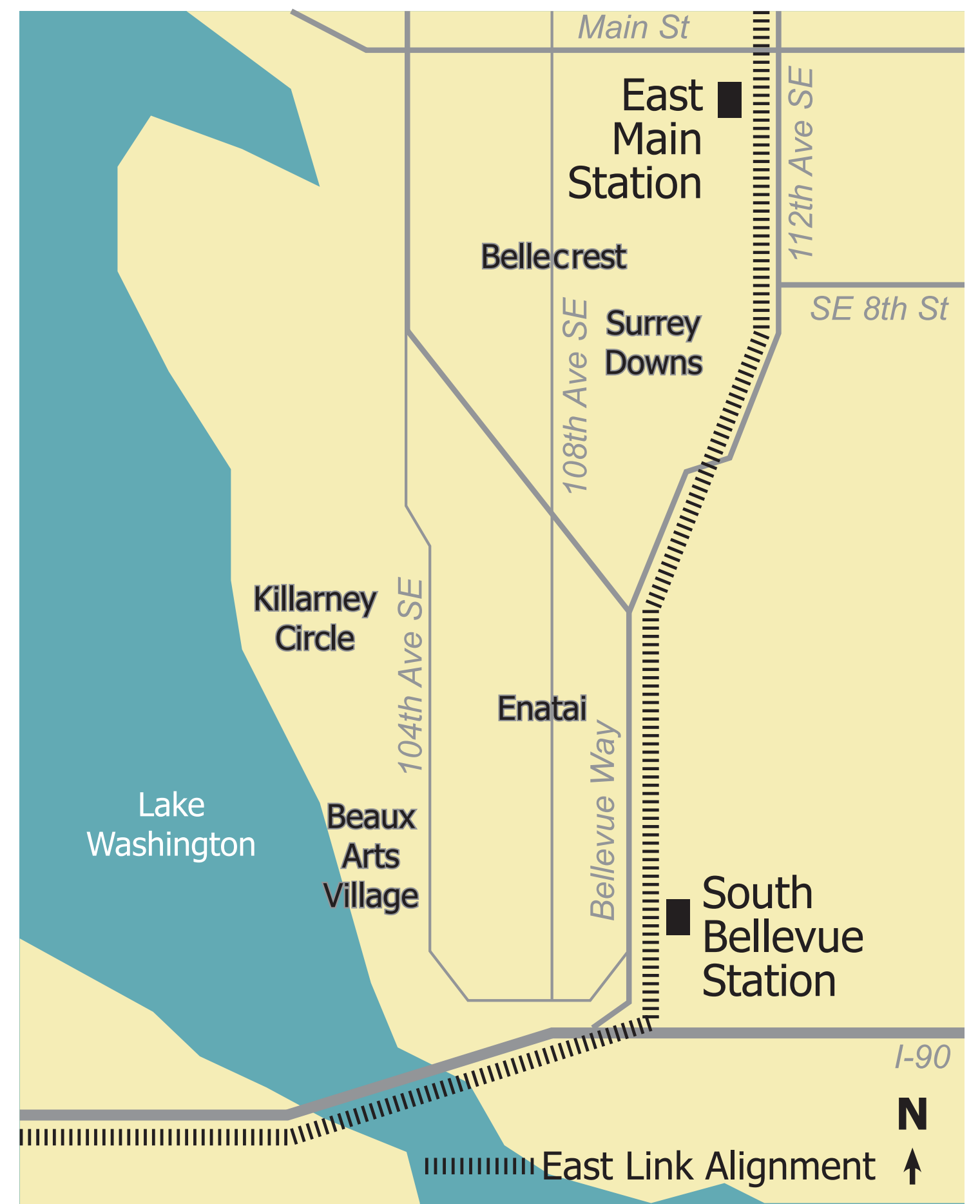
Benefits: manage traffic volume, manage neighborhood parking



WELCOME!

SOUTH BELLEVUE EAST LINK CONSTRUCTION NEIGHBORHOOD TRAFFIC MITIGATION MEETING

Tonight's meeting is to focus ways to address impacts that East Link construction along Bellevue Way SE and I 12th Ave SE will have on neighborhood traffic.



Agenda:

6:00 - 6:30 Open House

Learn about East Link construction impacts, maintaining traffic on Bellevue Way, known neighborhood traffic concerns and ways to address them.

6:30 - 7:00 Presentation

7:00 - 7:45 Break-out session

Get involved and talk with your neighbors. Prioritize areas of concern. Identify tools to mitigate concerns.

7:45 - 8:00 Wrap Up



SOUTH BELLEVUE EAST LINK CONSTRUCTION
NEIGHBORHOOD TRAFFIC MITIGATION MEETING

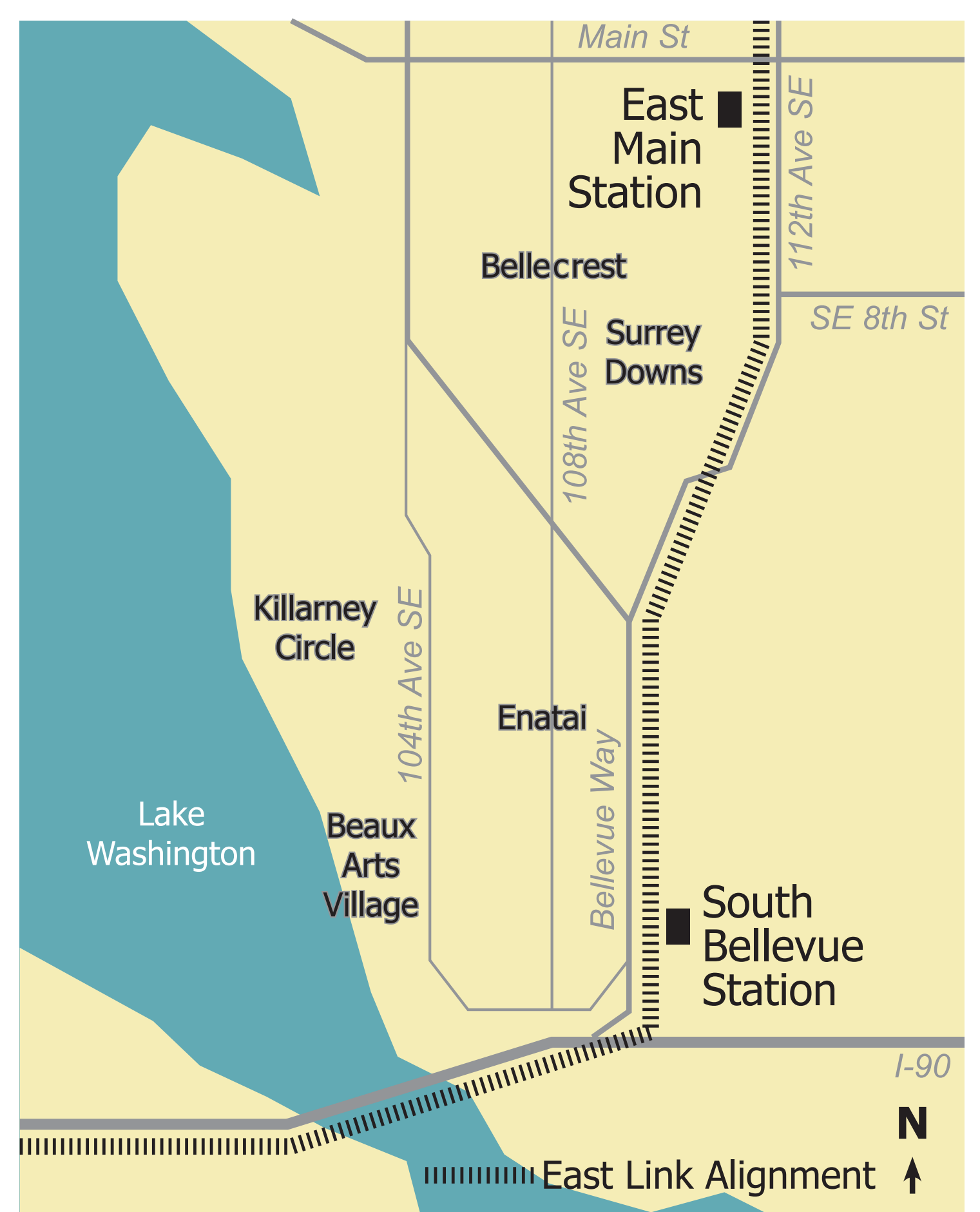
APRIL 2016

SOUTH BELLEVUE EAST LINK CONSTRUCTION NEIGHBORHOOD TRAFFIC MITIGATION MEETING

Tonight's meeting is to focus ways to address impacts that East Link construction along **Bellevue Way SE** and **112th Ave SE** will have on neighborhood traffic.

By the end of tonight, you will:

- Have answers to questions about East Link construction
- Hear about existing traffic conditions in the South Bellevue neighborhoods
- Hear about anticipated traffic impacts during construction
- Share your concerns with neighbors
- Help prioritize areas of concern
- Assist the Neighborhood Traffic Mitigation Committee (yet to be formed)



SOUTH BELLEVUE CONSTRUCTION FAQs

When will construction of the South Bellevue segment begin?

Late 2016.

How long will construction of the South Bellevue segment take?

The portion of Bellevue Way SE between the South Bellevue Park & Ride (P&R) and 112th Ave SE is expected to take 26 to 28 months with incentives for the contractor to complete the construction within 19 to 21 months. The South Bellevue segment (E320) construction will be approximately 4 years.

Where will construction (equipment) staging be?

Most of the staging is at the South Bellevue Park and Ride. Additional staging will also occur adjacent to the alignment along Bellevue Way SE and 112th Ave SE.

Has a contractor been hired?

No. Sound Transit plans to advertise the contract in May.

When will South Bellevue Park and Ride close and for how long?

Sound Transit anticipates the closure in fall 2016 and expects the closure to last approximately 5 years. Sound Transit and the City will work with the contractor once on board to explore opportunities to open the Park and Ride earlier per the Memorandum of Understanding (MOU).

Sound Transit will tell commuters of the closure and where to find alternative parking (in existing underutilized Park and Ride locations and new locations)

Hide and ride parking when the South Bellevue Park and Ride closes

The City of Bellevue is prepared to work with Sound Transit to implement parking restrictions, in neighborhoods should they be warranted, to limit the amount of spillover parking as a result of the Park and Ride closing.

Important to note:

Revisions to current maintenance of traffic (MOT) plans will likely occur once Sound Transit has hired a contractor



SOUTH BELLEVUE EAST LINK CONSTRUCTION
NEIGHBORHOOD TRAFFIC MITIGATION MEETING

APRIL 2016

MAINTENANCE OF TRAFFIC (MOT) ALONG BELLEVUE WAY SE AND 112TH AVE SE

Goal: Minimize traffic impacts to residential neighborhoods by maintaining traffic flow on the arterials.

Bellevue Way SE Maintenance of Traffic

Full Weekend Closures:

- » Expect full weekend closures in the beginning of the project and near the end.
- » Weekend closures typically begin late Friday evening through late early Monday morning. During the full closures, local and emergency access will be provided.
- » The closures will extend from I-90 to the “Y” at 112th Ave SE. Full closure means all lanes, both directions.

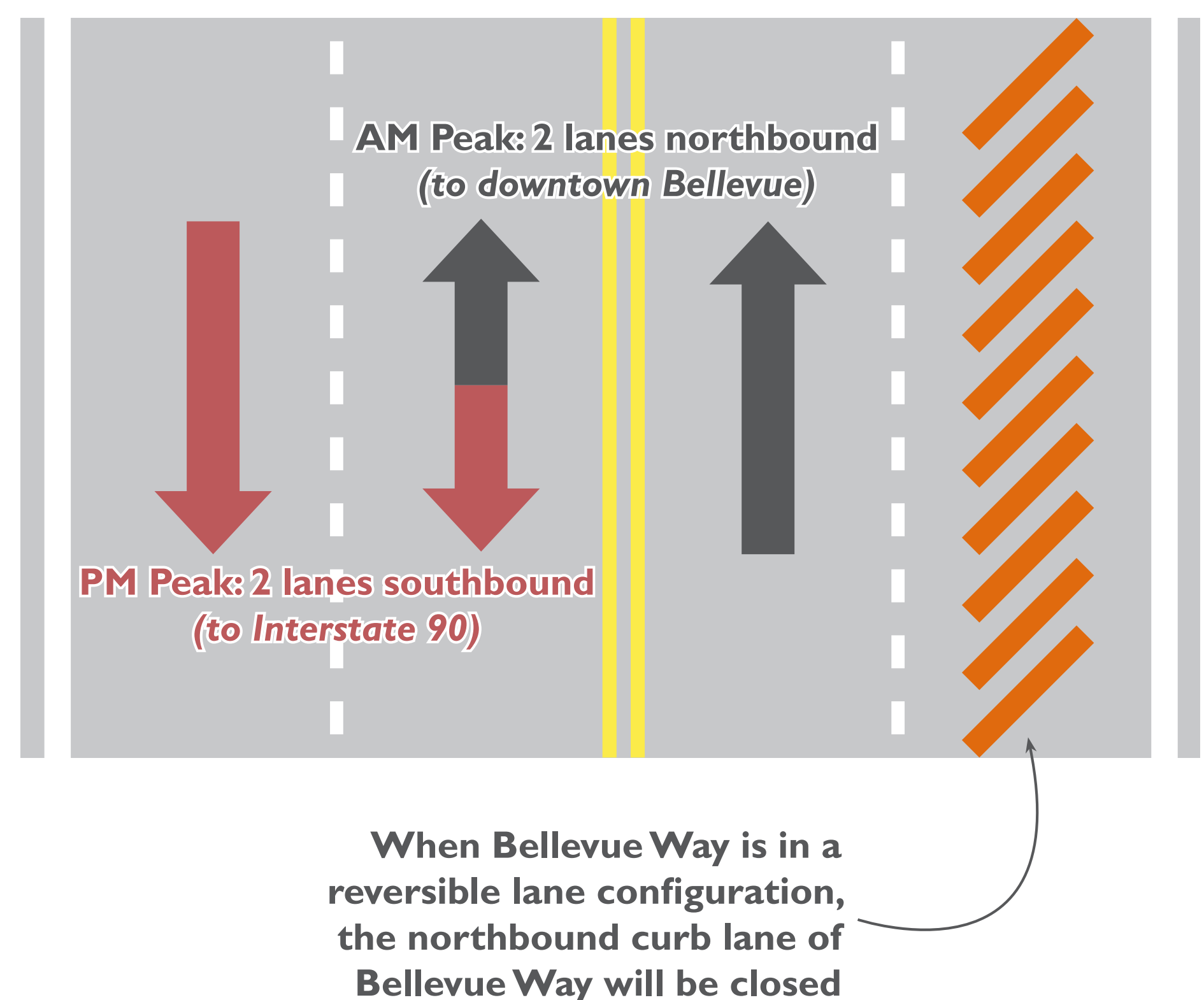
Partial Weekend Closures:

- » There will be weekend partial road closures throughout the construction where only one northbound lane on Bellevue Way will be open.

112th Ave SE Maintenance of Traffic

- » Expect long term and short term lane closures from Bellevue Way SE to Main St.
- » Construction along 112th Ave SE is anticipated to happen concurrently with the work on Bellevue Way.
- » Temporary 2 lane bypass road between SE 15th St and SE 8th S

Bellevue Way SE reversible lane configuration: up to 16 months



Important to note:

Revisions to current MOT plans will likely occur once Sound Transit has hired a contractor

MITIGATION TOOLS

Physical features and signs identified to discourage traffic diversion and manage speeds.

Agreement between Bellevue and Sound Transit state that mitigation tools are for construction-related impacts and will be temporary installations.

speed hump

A speed hump is a raised area of roadway approximately 3 inches in height with a travel length of 12 or 22 feet. They are different from the more severe speed bumps that you may find in parking lots. Speed humps reduce vehicle speeds and create delay for motorists.



partial closure

Partial closures restrict the roadway to one direction of travel. They limit vehicular access into neighborhoods while still providing residents with either an exit or entrance depending on the restriction.



full closure

A full closure physically closes a roadway in a neighborhood and is considered the most restrictive and severe form of traffic calming. These installations eliminate or reroute cut-through traffic but come with significant trade-offs for residents including increased travel time to and from their homes.



radar signs

The basic function of the stationary radar sign is to provide a dynamic speed display (increasing and decreasing) to the driver of a passing vehicle to encourage the motorist to reduce vehicle speeds if necessary.



access restrictions

Access restrictions prohibit **ALL** traffic from traveling on a street through the use of signage at intersections where heavily traveled roads meet less traveled roads.



local access only signs

Local access only signs are placed at entrances to neighborhood streets that communicate that the street should be traveled by those who have a destination within the immediate area. Drivers who are going 'through' to the next arterial street must instead take another route.



one lane zone/ chicane

Chicanes are a series of two to three curb extensions that alternate from one side of the street to the other forming S-shaped curves on what would be an otherwise straight roadway. Slow points are curb extensions that narrow a roadway, sometimes allowing only one car at a time to pass. This treatment is used to reduce vehicle speeds. In some cases, this tool can be designed as a one lane zone which allows only one vehicle at a time to pass, requiring vehicles at both ends to stop or yield before proceeding through. This creates delay for motorists and can reduce cut-through traffic as a result.



NEIGHBORHOOD TRAFFIC MITIGATION COMMITTEE

Work with the City to identify ways to lessen neighborhood traffic impacts associated with construction of the South Bellevue East Link segment on Bellevue Way SE and 112th Ave SE.

The committee will...

- Understand existing traffic conditions in affected areas
- Based upon feedback from neighbors and staff input, consider possible neighborhood traffic impacts from East Link construction
- Identify temporary mitigation based upon the City's Neighborhood Traffic Safety Services program

Interested in participating?

Contact East Link Outreach Lead Marie Jensen

mjensen@bellevuewa.gov, 425-452-2064

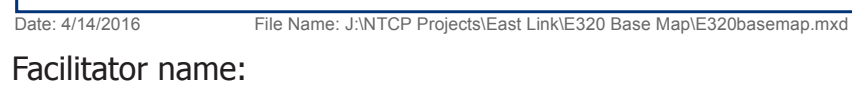
First meeting is May 11, Bellevue City Hall



SOUTH BELLEVUE EAST LINK CONSTRUCTION
NEIGHBORHOOD TRAFFIC MITIGATION MEETING

APRIL 2016

City of
Bellevue
GIS Services



South Bellevue East Link Construction Neighborhood Traffic Mitigation Meeting

Wednesday, April 27, 2016, 6-8 p.m., 1E-108, Bellevue City Hall

Meeting Summary

Staff

- Marie Jensen (City of Bellevue)
- John Murphy (City of Bellevue)
- Marci McReynolds (City of Bellevue)
- Cheryl Cohen (City of Bellevue)
- Karen Gonzalez (City of Bellevue)
- Dave Berg (City of Bellevue)
- Nancy LaCombe (City of Bellevue)
- Ryan Shelton (City of Bellevue)
- Maher Welaye (City of Bellevue)
- Luke Lamon (Sound Transit)
- Paul Cornish (Sound Transit)
- Mediation Volunteers (Table Facilitators)
- Harrison Price (EnviroIssues)

Meeting Background

City of Bellevue staff met with residents from areas adjacent to the E320 East Link contract segment (Surrey Downs, Bellecrest, Enatai, Killarney Circle and Beaux Arts) who may be impacted by East Link construction activity on Bellevue Way SE and 112th Ave SE. The intent of the meeting was to share known impacts and concerns about construction activity that may impact neighborhoods (e.g., traffic diversion and increased speeds in neighborhoods). Attendees confirmed, edited and added to staff-identified impacts; prioritized hotspots that should be focused on for mitigation; and provided initial feedback on mitigation strategies.

Meeting Structure

The first half-hour of the meeting was an open house-style forum in which attendees had an opportunity to engage in conversations with City staff and spend time getting acquainted with informational boards. Following the open house, Marie introduced the project team, stated the goals for the meeting and walked through a presentation for the group. Key points that Marie covered included:

- Process overload (e.g. Station Area Plans)
- Neighborhood anxiety about construction
- Neighborhood need for assurances
- Need for neighborhood-wide mitigation
- Limited funding for implementation



There were several general comments made highlighting current and past dealings with construction, cut-through traffic in neighborhoods, mitigation tools, and political circumstances. John and Marie emphasized that the purpose of the meeting was to voice concerns and that the breakout sessions would be the best way for everyone in attendance to have an equal opportunity to get their ideas heard and recorded.

Marie went on to introduce the Neighborhood Traffic Mitigation Committee (NTMC) and its role moving forward. She invited community members to join the committee, which will work collaboratively with fellow neighbors and members and City staff to set expectations, share information, and participate in meetings to be scheduled by the City. Following Marie's presentation, John gave an overview of neighborhood traffic conditions, known areas of concern and sample mitigation strategies. After an explanation of the evening's exercise, participants began working with table facilitators to define problems, determine the most important issues, and problem solve to come up with possible mitigation tools.

Breakout Session Summary

For the exercise, attendees worked with a diverse group of four to five residents to identify concerns inside and outside their respective neighborhoods. Each participant chose issues and mitigation strategies they thought were most important. The end product of the exercise was eight annotated maps with eight to 15 identified issues, dots to signify which issues were most important, and possible mitigation strategies to alleviate concerns during construction of East Link.

A summary of the information provided during the breakout sessions can be found below.

Participants' neighborhoods:

- Bellecrest: 9
- Surrey Downs: 9
- Enatai: 16
- Beaux Arts Village: 3

Commonly identified issues:

- Cut-through traffic on 108th Ave SE and 109th Ave SE
- Excessive speeds on 108th Ave SE, 104th Ave SE and SE 25th St
- Difficulty entering and exiting neighborhoods at the intersections of:
 - 108th Ave SE and S Bellevue Way
 - 108th Ave SE and Main St
 - 112th Ave SE and S Bellevue Way
- Unsafe traffic conditions at the intersection of 108th Ave SE and Main St
 - Drivers regularly ignore the current no entry restriction onto 108th Ave SE
- Pedestrian safety near Bellevue High School
- Overflow commuter parking on neighborhood streets
 - Parking availability during the closure of the South Bellevue Park and Ride



Commonly identified mitigation strategies:

- **Cut-through traffic:**
 - Install “local access” signs at all neighborhood entrance points
 - Road closure at 108th Ave SE and Main St
 - Remove SR 520 toll during construction
 - Prohibit left turns onto S Bellevue Way from 108th Ave SE during peak hours
 - Notify workers in downtown Bellevue of preferred alternative routes during construction
 - Toll non-residents using neighborhood roads to access I-90
- **Excessive speeds:**
 - Install additional speed bumps on 108th Ave SE, 109th Ave SE, 25th Ave SE and 104th Ave SE
 - Increase police presence along 108th Ave SE
 - Install speed-measuring radar signs outside of school zones
- **Pedestrian safety:**
 - Improve pedestrian facilities along 108th Ave SE, especially near Bellevue High School
 - Install additional signage and crosswalks
 - Change school hours so they do not conflict with peak cut-through traffic
 - Install “beware of children” signs throughout neighborhoods
- **Overflow parking on neighborhood streets:**
 - Implement a Restricted Parking Zone (RPZ) at the top of the stairs on SE 28th Pl
 - Increase parking patrols in Enatai

South Bellevue East Link Construction

Neighborhood Traffic Mitigation Meeting Summary – Annotated Maps

Wednesday, April 27, 2016, 6-8 p.m., 1E-108, Bellevue City Hall

A summary of each annotated map can be found below. Note: the numbers in the parentheses represent the number of votes participants assigned to identified issues.

Map - 1

Facilitator – Cheryl

Participants' neighborhoods:

- Enatai: 2
- Surrey Downs: 3

Identified Issues and mitigation strategies:

- Cut-through traffic at 106th Ave SE and 108th Ave SE
- Cut-through traffic at SE 34th St
- Cut-through traffic at SE 31st St
- Difficulty entering/exiting neighborhood at SE 34th St and Bellevue Way SE (2)
- Difficulty entering/exiting neighborhood at 112th Ave SE and Bellevue Way SE (3)
 - No right turn from 112th Ave SE on to Bellevue Way SE
- Move side walk at 106th Ave SE and SE 30th St (1)
- Difficulty entering/exiting neighborhood at 108th Ave SE and Bellevue Way SE (4)
 - Put in a pass code gate
- Difficulty entering/exiting neighborhood at 108th Ave SE and Main St (5)
 - Fix 110th Ave SE to allow people through
 - Put in a pass code gate
 - Open entrance at 108th Ave SE and Main St

Map - 2

Facilitator – Arleen

Participants' neighborhoods:

- Beaux Arts: 2
- Enatai: 2
- Bellecrest: 1

Identified issues and mitigation strategies:

- Difficulty entering/exiting neighborhood at 112th Ave SE/113th Ave SE and Bellevue Way SE (1)
 - Southbound ingress only, no egress to Bellevue Way
- Cut-through traffic and difficulty entering/exiting neighborhood at 108th Ave SE and Bellevue Way SE, traffic blocks intersection (6)
 - No southbound 108th Ave SE left turn at peak hours
 - Put in a tunnel under Bellevue Way not the existing plan – no HOV lane



- Extend the left-turn lane on Bellevue Way SE to 112th Ave SE
- Provide more signal time at that intersection
- Retain 550 bus to Seattle
- Paint intersection of 108th Ave SE and Bellevue Way SE and make blocking intersection illegal and fine
- Eliminate left turn on to Bellevue Way SE from 108th Ave SE during peak hours
- Access blockage to I-405 at 112th Ave SE and SE 8th St (2)
- Reduce cut-through traffic at SE 25th St and 108th Ave SE
- Safety of people and kids near Bellevue High School on 108th Ave SE being threatened by speeding
- Cut-through traffic at 108th Ave SE and Main St (4)
 - Improve bike safety and signage on 108th Ave SE
 - Install electronic bollard or permanent bollards on 108th Ave SE
 - Local access only
 - Close off to cut-through traffic
 - Police monitoring of cars driving straight on to 108th Ave SE from the north side of Main Street. The police do some monitoring currently and it is appreciated.
- Cut-through traffic at 101st St and Main St (2)

Map - 3

Facilitator – Galit

Participants' neighborhoods:

- Enatai: 2
- Surrey Downs: 2

Identified issues and mitigation strategies:

- Traffic overflow in high traffic closures on I-90 onramps (1)
- Access to Bellevue Way SE and I-90 access to bike trails and Mercer Slough (1)
- Overflow parking in neighborhoods (2)
 - Zone parking permit at the top of the stairs on SE 28th Pl
- Speeding on 110th Ave SE (1)
- Cut-through traffic on SE 28th St (1)
 - Local access only signs on SE 34th St and Bellevue Way
- Speed in school zone near Enatai Elementary (2)
- Difficulty entering/exiting neighborhood at 108th Ave SE and Bellevue Way (2)
 - Access to Surrey Downs via right turn onto Bellevue Way and 108th Ave SE
 - Left-turn light from SB 108th Ave SE to SB Bellevue Way only if 108th Ave SE non-neighborhood traffic is mitigated
 - Neighborhood signs on cars to identify residents
- Cut-through traffic on 109th Ave SE in Surrey Downs (1)
- Difficulty entering/exiting neighborhood at Main St and 108th Ave SE (3)



- Leave current SB restriction in place
- Left-turn signal on to 108th Ave SE SB from Main St
- Local access only sign should read local vehicles only
- Toll to non-residents going through neighborhoods from Main St to I-90
- Local access only signs on 108th Ave SE and Main St
- Better enforcement for cars illegally going straight onto 108th Ave SE from Main St

Map - 4

Facilitator – Peter Sugarman

Participants' neighborhoods

- Bellecrest: 2
- Enatai: 1
- Surrey Downs: 1

Identified issues and mitigation strategies:

- Difficulty entering/exiting neighborhood at 112th/113th and Bellevue Way SE
- Speeding on SE 25th St (5)
 - Speed bumps along SE 25th St
 - Local access only signs along 108th Ave SE and SE 25th St
- Speeding on 109th Ave SE (1)
 - Radar speed sign on 109th Ave SE in Surrey Downs
 - Speed bumps in Surrey Downs
- Cut-through traffic through Surrey Downs
 - Close SE 4th St entrance in Surrey Downs to eliminate cut-through traffic

Map - 5

Facilitator – Marci McReynolds

Participants' neighborhoods:

- Enatai: 3
- Bellecrest: 2

Identified issues and mitigation strategies:

- Speeding on 108th Ave SE (2)
 - Speed bumps on incline
 - More police presence on 108th Ave SE
- Overflow parking in Enatai (1)
- Difficulty entering/exiting neighborhood on 112th/113th and Bellevue Way SE
 - Eliminate egress to make Enatai a dead end
 - Concrete jersey barriers
- Cut-through traffic on 108th Ave SE (7)
 - No left turn from 3-7 pm from 108th Ave SE onto Bellevue Way SE



- Local access only signs at Main St and 108th Ave SE
- Traffic cameras to separate local traffic from cut-through traffic
- Ticket trespassers in neighborhoods
- Enable local residents to go straight on to 108th Ave SE at Main St
- Cut-through traffic and excessive speed on 104th Ave SE
- Pollution from traffic on 108th Ave SE
- Cut-through traffic on to 108th Ave SE from Main St (3)
 - Redesign 110th Ave SE with a traffic light to allow better access to Surrey Downs
 - Remove median strip on 110th Ave SE
 - More signage
 - No entrance from 108th Ave SE is ignored
 - Close entrance from Main St

Map - 6

Facilitator – Catherine Zimmerman

Participants' neighborhoods:

- Enatai: 2
- Surrey Downs: 2

Identified issues and mitigation strategies:

- Cut-through traffic on 111th Ave SE (2)
- Overflow parking in the neighborhoods (1)
 - Residential parking permit to keep commuters and workers out of our small block
- Bike safety along Bellevue Way SE
- Blocked driveways along 104th Ave SE and 108th Ave SE (3)
 - Paint big white X's in front of driveways
- Cut-through traffic on 108th Ave SE
 - More speed bumps on 108th Ave SE all the way down to S Bellevue Way
- Safety concern for pedestrians and bicyclists on 98th St
 - Improved signage and sidewalks
- Speeding on 108th Ave SE/109th Ave SE
 - Regulate where students and parents can access Bellevue HS
 - Put more speed bumps on 109th Ave SE
- Access for Surrey Downs to decrease and lead to more traffic on 108th Ave SE
- Cut-through traffic from 108th Ave SE across Main St
 - Create a two-way on Main St to ease WB access
 - Remove divider and turn it into a left-turn lane
 - Local access only during peak hours on 108th Ave SE

Map - 7

Facilitator – Gwen Rousseau

Participants' neighborhoods

- Enatai: 1
- Beaux Arts: 1
- Killarney Circle: 1
- Bellecrest: 1

Identified issues and mitigation strategies:

- Speeding and cut-through traffic on SE 25th St between 104th Ave SE and 108th Ave SE
- Cut-through traffic at 108th Ave SE and S Bellevue Way (5)
 - Change mitigation to prevention of traffic through our neighborhoods
 - Partial closure on 108th Ave SE between Main St and Bellevue Way or full closure
- Coordinate HOV lane with Sound Transit construction (2)
- Speeding on 108th Ave SE (1)
 - Install speed cameras like in the school zones
 - More enforcement for drivers ignoring no thru traffic on 108th Ave SE

Map - 8

Facilitator – Natalie Daniels

Participants' neighborhoods:

- Enatai: 2
- Bellecrest: 1
- Surrey Downs: 2

Identified issues and mitigation strategies:

- Pedestrian safety on SE 30th St (1)
- Cut-through traffic on 108th Ave SE (3)
 - Stickers identify local cars
 - Local access signs
 - Increased police presence to enforce local access
 - Open SR 520 with no tolls during heavy construction and closures
 - Limited access to neighborhoods to solve all 108th's problems
 - Message from City officials to Bellevue business regarding traffic challenges due to construction and give various directions to getting to highway
- GPS services (Google Maps, etc.) routing divers on neighborhood streets despite “local access only” signs
- Cut-through traffic and speeding on 100th Ave SE
- Difficulty entering/exiting neighborhoods at 108th Ave SE and Main St (5)
 - Beware: children in area sign
 - Speed bumps would help



South Bellevue East Link Construction
Neighborhood Traffic Mitigation Meeting

- Safety for kids at Bellevue HS
 - Change school hours to not conflict with cut-through traffic



South Bellevue East Link Construction Neighborhood Traffic Mitigation Meeting Summary

Wednesday, April 27, 2016, 6-8 p.m., 1E-108, Bellevue City Hall

Written Comments

Written comments received during the April 27 meeting can be found below. Comments are transcribed as they were provided in writing.

Comment Forms

Traffic Mitigation Strategies

- Additional traffic enforcement at 108th and Main St is needed to prevent cut-through traffic heading south-bound out of downtown.
- During construction: To prevent overflow traffic into Enatai, egress should be blocked from 112th Ave SE and 113th SE. This would prevent commuters from using our neighborhood as an I-90 onramp. Left turns from S 108th Ave to Bellevue Way should be prevented during peak traffic hours for the same reason. Roads into Enatai should be designated "Local Access Only." Our neighborhoods should not be used as onramps to I-90. These are our homes, families, and community at stake
- Reroute downtown traffic to 520 and north. Keep them coming south. Free 520 passage so people use 520. Any buses going through South Bellevue should stop at all the bus stops to move people. Bellevue Way partial closure – yes. Remove the blockage in the middle of 110th St. Made it easy to get in. Should be straight through like it used to be before. This is forcing traffic to Bellevue Way.
- Tunnel! Close off streets – 108th.
- At 108th/Main St: Need signal light to allow westbound traffic on Main to make left turn into Southbound 108th Ave SE because both 112th Ave entrances to Surrey Downs (1st and 4th) will be closed.
- No tolls on 520 during Bellevue Way Closures.
- To eliminate cut-through traffic in Enatai, close 112th Ave SE across from the New Bellevue Station and 113th Ave SE. This would make Enatai a dead end.
- Current speed bumps at Surrey Downs entrances temp slow down cars coming off of busy streets. Need some speed bumps inside Surrey Downs. Potential danger. Home construction worker cars and trucks tend to block streets – IE SE 4th. Cars/trucks on both sides of street.
- Don't use rubber speed humps – drivers go for the ruts through the hump driving on the opposite side of the road. Figure out a way so 111th Ave residents will be able to get out of our Holly Tree Lane neighborhood on to 34th. We will most likely get RPZ.
- Police should enforce pedestrian-level traffic enforcement in and around neighborhood streets.
- Add "local access only" signs at all collector arterial entrances.

General Comments



South Bellevue East Link Construction
Neighborhood Traffic Mitigation Meeting—*Written Comments*

- You ask us to do our best for traffic mitigation because Sound Transit alignment is set. But Sound Transit is not for the public but for developers to add housing and development along the rail corridor at my expense of my quality of living and all the neighborhoods.
- I am one of the people who appreciated being able to learn and share in small groups. Thanks to facilitator Natalie.
- Thank you Marie and facilitators for letting us have our say.
- High volume of cut through traffic on 108th. High speed of same. Noise of same.
- South Bellevue Way traffic map. Zoning of Bellevue midsize.
- The neighborhood will be destroyed:
 - 7 years of construction on Bellevue way.
 - Cut and fill and removal of soil off rock piers construction – 1000's of truck journeys. (25 cubic yards each journey)
 - Closing of S Bellevue P&R (500-600 cars)
 - Taking buses off of S Bellevue Way will cause great misery.
- Have facilitator present maps and comments:
 - Stupid decisions: close P&R for 5 years, and Bellevue Way?
 - Impact of construction now in downtown Bellevue
 - Sound Transit screwed us. Still putting tunnels in Seattle
- 1. Traffic mitigation isn't just cars. How much burden is put on bicycle commuters from I-90 to downtown? 2. RPZ's don't seem to be enforced.
- Will route 249 still have hours be extended into the evening?

South Bellevue East Link Construction
Neighborhood Traffic Mitigation Meeting Summary

Wednesday, April 27, 2016, 6-8 p.m., 1E-108, Bellevue City Hall

Parking Lot Topics

During the breakout session, some topics were discussed but not specifically related to the task at-hand: neighborhood traffic mitigation as a result of East Link construction along Bellevue Way SE and 112th Ave SE.

Traffic Mitigation Strategies

- Make 520 toll bridge free during Bellevue Way/112th construction 5-year period.
- 520 open and free during Bellevue Way Closure to deter traffic.
- Take tolls off of 520 to encourage movement North to get across Lake Washington.
- Close I-90 access point at Bellevue Way and I-90 (West and East accesses) - Close it.

Public Transportation

- Keep 550 and 560 buses
- Have more buses, more public transit options.
- 550 and P&R – parking when P&R is full or gone.
- Route 249 doesn't go close enough to a supermarket ... if it went to NE 4th I could eliminate some of my grocery shopping trips.
- Sound Transit 550 stop at S Bellevue P&R

Parking

- Parking – people in church parking lots.
- Where will construction people park?
- Parking – where are construction workers going to park during construction?
- Where will all the P&R vehicles be directed when P&R closes.

Construction

- No contractor yet for this large project.
- Noise and vibration along Mercer Slough [during construction]
- Winters House impact – vibration during construction. What is being done to mitigate?
- 1000's of yards of soil removal.

General Comments

- Temporary solution – what if they work? Can they become permanent – especially cut-through speeding?
- HOV coming in Enatai – What?!
- Tunnel is real solution through Mercer Slough.
- Seeing another attack – no one calls us back – makes us angry.
- Better process
- Bellevue Way closure: nightmare
- Tree removal along Mercer Slough



South Bellevue East Link Construction
Neighborhood Traffic Mitigation Meeting—*Parking Lot Topics*

- When Bellevue HS gets out traffic backs up
- Lots of home construction now. This is going to complicate everything. The city is still growing.
- Adds population to downtown Bellevue – This is insanity.
- What happens to the Slough portion that was sold?
- Main St current construction impacts:
 - Potential parking by P&R customers
 - Diverting traffic to 520
 - Ramp closure
 - Tunnel!
- Tunnel from Bellevue Way
- On 100th Ave, west of Killarney, risky for bikes and pedestrians if cars driving over. Press button for bikes going in to windy section which initiates a blinking warning light. Or RFID tipping off a blinking light.
- Noise
- Crime increased



Jensen, Marie

*NTMC
Comment*

From: Erin Powell <u2magpie@q.com>
Sent: Friday, April 29, 2016 7:57 AM
To: Jensen, Marie; Murphy, John
Subject: S. Bellevue East Link Construction More IDEAS!

Marie Jensen and John Murphy,

After our meeting from Wednesday night I thought of more ideas that could greatly help with cut through traffic issues and to reduce numbers on 108th Ave SE.

1. Because the SE 1st and SE 4th streets from 112th will be permanently closed to Surrey Downs residents to get into and out of Surrey Downs. The other access that could serve residents are the 110th street access on the north side of SD. The East Main
CAC has also suggested that this intersection could become a true, fully functioning intersection to compensate the two street closure of SE 1st and 4th. Talk to John Murphy and Phil Harris they can fill you in about this idea. I had hear several residents from SD say that they would like this improvement Wednesday night. While the park is being built and the tunnel is being built there - why not improve that intersection too at this construction time. Have Sound Transit pay for it because this will be mitigation for the two street closure.
2. As happens now on busy "cut through traffic" days. The driveways and streets accesses are cut off because traffic lines up without stopping before they block driveways, side streets and High School access driveways. Can we paint (red, white, neon) DO NOT BLOCK stripes or like green bike boxes so cars do not block these streets, driveways, etc. It is really frustrating when you get to your street or driveway entrance and can not get through because the "cut through traffic" folks are blocking streets, and your driveways. This is also a safety issue if aid cars and police can not get through into streets or the High School/ you see my point.

Thanks for adding these ideas to our list of solutions from Wednesday night,
Erin Powell

NTMC
Comments

Jensen, Marie

From: Tom Luthy <luthyt@msn.com>
Sent: Thursday, April 28, 2016 8:43 PM
To: Jensen, Marie
Subject: RE: April 27 info meeting

Marie

Some thoughts for the traffic mitigation committee:

In further thinking about traffic mitigation during ST construction along Bellevue Way and 112th I'm not sure traffic would really get worse in the adjacent neighborhoods when compared to the current situation. Today the situation during the afternoon/evening rush hour southbound on South Bellevue Way is 5 lanes feeding into two lanes with a potential further bottleneck of traffic metering to the westbound I-90 general purpose traffic lanes. (the 5 lanes coming from downtown Bellevue are 2 on Bellevue Way, 1 on 108th SE and 2 on 112th). On "bad traffic days" cut-thru traffic does occur but without time stamped traffic data the frequency of "bad days" is an unknown. Perhaps the city should do some traffic monitoring if they haven't done so in the past year or so.

During construction southbound traffic during the afternoon/evening rush hour will still have two lanes on South Bellevue Way so in theory the situation of cut-thru traffic shouldn't change for the worse though the possibility exists that due to construction impediments in the two southbound lanes traffic could further slow or clog. Traffic impediments (see the recent 112th SE sewer construction project for examples) include abrupt lane shifts, traffic cones/barrels, rough pavement, flaggers, tight squeezes and the like. Accordingly, keeping traffic moving on South Bellevue Way becomes critical and is perhaps the most important element of any traffic mitigation effort.

In thinking about the final impediment to moving traffic on South Bellevue Way, the entrance to I-90 westbound, is there any possibility of making the traffic metering algorithm more forgiving or would that just further congest I-90 Westbound?

Let me summarize my thoughts:

1. Need up-to-date data on cut-thru traffic.
2. Priority needs to be given to keeping southbound traffic moving on South Bellevue Way during afternoon/evening rush hour
3. Reducing waiting time on the westbound I-90 general purpose lane on-ramp will partially de-bottleneck South Bellevue Way

Respectfully submitted

Tom Luthy