Project Goal
Lessen the potential for increased traffic on neighborhood streets during East Link light rail construction activities on Bellevue Way SE and 112th Ave SE.

Background
With the construction of the South Bellevue East Link segment anticipated to begin as early as January 2017, the city is working with affected neighborhoods—through a Neighborhood Traffic Mitigation Committee (NTMC)—in helping to identify mitigation tools and locations to lessen the potential traffic impacts. Specifically, East Link construction will impact Bellevue Way SE from near the current location of the South Bellevue Park-and-Ride along the roadway to the “Y” intersection (Bellevue Way SE and 112th Ave SE) and extending onto 112th Ave SE. The construction will involve building the tracks of the East Link light rail and the South Bellevue station.

Bellevue Way SE is a major arterial serving neighborhoods south of downtown and downtown Bellevue. It is a key connection for commuters entering and exiting Bellevue via I-90. When traffic becomes congested, typically southbound during the afternoon commute, some drivers bypass the congestion by using 108th Ave SE and other neighborhood streets. The enclosed plan, developed by the NTMC, helps to mitigate these impacts.

Plan Overview
The draft concept plan (pages 4-5) recommends strategic turn restrictions at key entrances in/out of neighborhood areas to deter commuter traffic from using neighborhood streets.

We want your anonymous feedback
Complete a short survey by October 16 here: www.surveymonkey.com/r/COBntmc to help the Neighborhood Traffic Mitigation Committee refine the draft plan (found on pages 4-5).
Hard copy of survey available upon request.

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Title VI Notice to the Public: It is the City of Bellevue’s policy to assure that no person shall on the grounds of race, color, national origin or sex, as provided by Title VI of the Civil Rights Act of 1964, be excluded from participating in, be denied the benefits of, or be otherwise discriminated against under any of its federally funded programs and activities. Any person who believes his/her Title VI protection has been violated may file a complaint with the Title VI Coordinator. For Title VI complaint forms and advice, please contact the Title VI Coordinator at 425-452-4496.
How we got here
The city’s Transportation Department hosted an informational meeting on April 27, 2016 with residents of Bellecrest, Enatai and Surrey Downs neighborhoods and Beaux Arts Village. The purpose of the meeting was to share background on known areas of traffic conditions and constraints, to receive additional feedback on other areas of concerns as they relate to East Link construction, and to address the next steps to form the Neighborhood Traffic Mitigation Committee (NTMC). The NTMC has met four times to develop the draft concept plan (pages 4-5). The Committee will consider the feedback received by the community and refine the draft concept plan in October.

April-August 2016
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Construction continues in the South Bellevue area and mitigation tools are evaluated and refined on an ongoing basis.

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Neighborhood Traffic Mitigation Committee (NTMC)
The Neighborhood Traffic Mitigation Committee (NTMC) includes a broad and geographically balanced representation from the neighborhoods of Bellecrest, Enatai and Surrey Downs and Beaux Arts Village. Membership includes one member of the association’s board of the below listed neighborhoods and seven “community-at-large” members.

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East Link and South Bellevue Construction FAQs

East Link

What is East Link?
Sound Transit’s East Link light rail line will extend 14 miles from downtown Seattle to the Overlake area in Redmond, with 10 stations in Mercer Island, South Bellevue, downtown Bellevue, BelRed (Bellevue) and Overlake (Redmond).

When will it begin operations?
After a testing period of one year, revenue service will begin in 2023.

South Bellevue Construction

When will construction of the South Bellevue segment begin?
As early as January 2017.

How long will construction of the South Bellevue segment take?
The portion of Bellevue Way SE between the South Bellevue Park-and-Ride 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.

Has a contractor been hired?
A contractor is expected to be on-board this fall (2016).

Where will construction equipment staging be located?
Most of the staging will occur at the South Bellevue Park-and-Ride site. Additional staging will also occur adjacent to the alignment along Bellevue Way SE and 112th Ave SE and within the median of I-90.

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Mitigation tools
The Committee considered a wide range of tools (below) that would help to lessen the potential for increased traffic on neighborhood streets during East Link construction activities on Bellevue Way SE and 112th Ave SE. The Committee developed tools that would work in a holistic fashion to ensure restrictions work as a system (e.g. restriction to Belleview Way from southbound 108th Ave SE works in concert with restrictions to southbound Bellevue Way at 112th Ave SE and 113th Ave SE). This allows residential access to Bellecrest and Enatai but restricts commuter traffic.

Radial humps provide a dynamic speed display to the driver of a passing vehicle to encourage the motorist to reduce vehicle speeds if necessary. Speed humps reduce vehicle speeds and create delay for motorists. Local access only signs are placed at entrances to neighborhood streets that communicate the street should be traveled by those who have a destination within the immediate area.

One lane zones, such as chicanes and slow points, are a series of curb extensions that form S-shaped curves on what would be an otherwise straight roadway or are curb extensions that narrow a roadway, allowing only one car at a time to pass.

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

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 closures physically closes a roadway in a neighborhood and are considered the most restrictive and severe form of traffic calming.

Enforcement
The NTMC had numerous discussions about the need for adequate enforcement to ensure people driving are obeying proposed mitigation measures (e.g. turn restrictions).

The Police Department has been involved with this work and the NTMC has had the opportunity to speak with officers about the best way to enforce their plan.

While enforcement cannot occur 24 hours a day, 7 days a week, targeted enforcement will occur in the project area as resources allow.

There are several tools that can help to achieve this goal of lessening the potential for increased neighborhood traffic (see page 6 for details). Any traffic mitigation tool comes with trade-offs that can impact both commuters and residents alike. The more restrictive a tool is, the more trade-offs associated with its implementation.

Draft Concept Plan Notes
• The Committee’s priority is to help lessen the potential for increased traffic on neighborhood streets during East Link construction activities on Bellevue Way SE and 112th Ave SE.
• This draft concept plan was developed by members of the NTMC with input from staff from the City of Bellevue Police, Fire, and Transportation Departments.
• The Committee sought to apply tools to the key entrances/exits into/ out of the neighborhood areas. The thought being that limited access will be a deterrent to commuters using neighborhood streets.
• This plan was developed in a holistic fashion to ensure restrictions work as a system (e.g. restriction to Bellevue Way from southbound 108th Ave SE works in concert with restrictions to southbound Bellevue Way at 112th Ave SE and 113th Ave SE). This allows residential access to Bellecrest and Enatai but restricts commuter traffic.
• Upon selecting these tools, the Committee extensively discussed the trade-offs associated with their implementation.
• The Committee recognizes that turn restrictions apply to both commuters and residents alike.
• The Committee discussed the use of additional tools (such as one lane zones and full closures on 108th Ave SE near Bellevue High School).
• The Committee expressed interest in possibly revisiting these tools but are first proposing the turn restriction concept to share with the community.

Draft plan on next page
Project Goal
Lessen the potential for increased traffic on neighborhood streets during East Link construction activities on Bellevue Way SE and 112th Ave SE.

Proposed Tools
A 108th Ave SE south of Main St
Sign* stating access to Bellevue Way restricted 4-7 PM Monday-Friday. Implement East Main Citizen Advisory Committee (CAC) recommendation or adding a protected left turn signal phase for all legs of the Main Street and 108th Avenue SE while evaluating concurrently with street traffic mitigation.

B SE 2nd St east of 108th Ave SE
Residential Area sign for eastbound traffic

C SE 11th St east of 108th Ave SE
Residential Area sign for eastbound traffic

D 104th Ave SE and SE 16th St
Sign* stating access to Bellevue Way restricted 4-7 PM Monday-Friday.

E SE 16th St and Bellevue Way
Turn restrictions: 1) no left turn from westbound SE 16th St to Bellevue Way from 4-7 PM Monday-Friday and 2) no right turn from northbound Bellevue Way to SE 16th St from 7-9 AM Monday-Friday.

F 108th Ave SE and Bellevue Way
Turn restrictions: 1) no left turn from southbound 108th Ave SE to Bellevue Way from 4-7 PM Monday-Friday and 2) no right turn from northbound Bellevue Way to 108th Ave SE from 7-9 AM Monday-Friday. Sign* stating access to Bellevue Way restricted 4-7 PM Monday-Friday.

G 112th Ave SE and Bellevue Way
Turn restriction: no right turn from northbound 112th Ave SE to Bellevue Way from 4-7 PM Monday-Friday.

H 113th Ave SE and Bellevue Way
Turn restriction: no right turn from northbound 113th Ave SE to Bellevue Way from 4-7 PM Monday-Friday.

I SE 34th St near 110th Ave SE
Sign* stating access to Bellevue Way restricted 4-7 PM Monday-Friday.

*sign may be black text on orange background or black text on white background

Note: the exact placement of these signs may vary upon implementation and will be evaluated for safety and in best meeting the stated goal of lessening the potential for increased traffic on neighborhood streets.

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**Access restrictions**

Prohibit ALL traffic from traveling on a street through the use of signage at intersections where heavily traveled roads intersect with less traveled roads.

**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 closures**

Physically closes a roadway in a neighborhood and are considered the most restrictive and severe form of traffic calming.

**Radar signs**

Provide a dynamic speed display to the driver of a passing vehicle to encourage the motorist to reduce vehicle speeds if necessary.

**Speed humps**

Are slightly raised areas of roadway (usually 22 feet in length). They are different from the severe speed bumps that you may find in parking lots. Speed humps reduce vehicle speeds and create delay for motorists. Local access only signs are placed at entrances to neighborhood streets that communicate the street should be traveled by those who have a destination within the immediate area.

**One lane zones**, such as chicanes and slow points, are a series of curb extensions that form S-shaped curves on what would be an otherwise straight roadway or are curb extensions that narrow a roadway, allowing only one car at a time to pass.

**Enforcement**

The NTMC had numerous discussions about the need for adequate enforcement to ensure people driving are obeying proposed mitigation measures (e.g. turn restrictions).

The Police Department has been involved with this work and the NTMC has had the opportunity to speak with officers about the best way to enforce their plan.

While enforcement cannot occur 24 hours a day, 7 days a week, targeted enforcement will occur in the project area as resources allow.

### Tools are temporary

All tools will be installed on a temporary basis meaning during active construction on Bellevue Way and 112th Ave SE (approximately four years).

### Radar signs

Least restrictive

- Does little to discourage cut-through traffic
- Limited impact on cut-through traffic
- Significant impact at emergency response

### Speed humps

Least restrictive

- Limited impact on cut-through traffic
- Significant impact at emergency response
- Vehicles, school bus or transit route, potential noise impacts from motorists traveling the speed hump

### One lane zones

Moderate impact to emergency response, may restrict parking

- Requires strong enforcement component, limits access to ALL motorists (commuters and local residents alike), could relocate issue to other streets

### Partial closures

Most restrictive

- May restrict parking, impacts to emergency response vehicles, compliance a concern, limits access to ALL motorists (commuters and local residents alike), could relocate issue to other streets
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There are several tools that can help to achieve this goal of lessening the potential for increased neighborhood traffic (see page 6 for details). Any traffic mitigation tool comes with tradeoffs that can impact both commuters and residents alike. The more restrictive a tool is, the more tradeoffs associated with that tool. Their appropriateness can depend on:

- Impacts to residents’ travel times
- Increased noise
- Effectiveness of enforcement
- Impact to overall roadway network
- Emergency response times
- Bus service
- Bicycle access

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How this work got started

On April 20, 2015 the Bellevue City Council unanimously approved a final agreement with Sound Transit regarding the East Link light rail project and possible siting of the operations and maintenance facility in BelRed. The Sound Transit Board unanimously approved the agreement on April 23, 2015. The agreement, known as the amended Memorandum of Understanding (amended MOU), is the culmination of years of partnership between the City and Sound Transit to ensure that the East Link project is constructed in a way that meets the needs of Bellevue and the region. It amends a previous legal agreement (the Umbrella Memorandum of Understanding) signed by both agencies in November 2011. The work of the NTMC is called for in the MOU. Specifically, the city “shall work with affected neighborhoods to address traffic related impacts during construction of the Project and to identify mitigation measures to be implemented.” To view the MOU, go to:

www.bellevuewa.gov/light-rail.htm

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Closure

When will South Bellevue Park-and-Ride close and for how long?
South Transit anticipates the closure as early as January 2017 and expects the closure to last approximately five years.

Where will South Bellevue Park-and-Ride commuters park during the closure?
South Transit is establishing replacement parking lots in eastside communities. In addition to using church lots, Sound Transit will also use existing underutilized park-and-ride lots. Information on commuter options is available at kingcounty.gov/metro.

What is being done to prevent hide and ride parking in the neighborhood areas when the 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.

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