



Previously Submitted Transportation Questions from the Bridle Trails Community Club (BTCC) For the June 2, 2016 Meeting

Pamela Johnson of the BTCC, sent the City of Bellevue Transportation Department questions submitted in advance of the June 2, 2016 community meeting. In order to allow for as much time as possible for the presentation and community discussion, the following questions have been answered in this newsletter. They will not be addressed as part of the PowerPoint presentation, but if residents have additional concerns about the issues raised below, they are welcome to email Transportation at trreception@bellevuewa.gov.

SAFETY

- 1. How does the city prioritize projects for safety concerns? Traffic safety should not be a NEP project that funds come around every so often.**

Depending on the type of safety concern, there are criteria to help identify the highest priority locations based on available funding, such as through the Crosswalk and Radar Sign Programs. In addition, the City annually reviews high collision locations and uses the total number of collisions and average daily volumes to find collision rates. Intersections and corridors are ranked based on the collision rate and reviewed to find collision trends, as well as locations where spot safety improvements might be warranted. These improvements are funded through a variety of minor capital project funding sources.

In contrast, the Neighborhood Enhancement Program (NEP) offers an opportunity for residents to propose projects for funding that might not rank high on the city-wide prioritization lists. Those that are prioritized high enough by the community through the NEP ballot are funded.

- 2. If we have a project for safety concerns, what are the steps to get it done?**

Residents are the City's eyes and ears, letting us know when a pothole needs fixing, brush at a corner is blocking visibility, etc. We encourage residents to report concerns via the MyBellevue app or by calling 425-452-6856 so an investigation of the concern can occur. Depending on the issue, the review may include collecting traffic data, such as speeds and volumes, field visits, collision investigations, among others. Once the investigation is complete, the findings and recommendations are shared with the resident, who reported the issue. Next steps for implementing the recommendations, which will depend on available funding and staff levels, are also discussed.

- 3. 132nd/134th has already had several cars run off the road recently. What happens to this kind of problem to make sure that no one (or animal) is killed next time?**

The Transportation Department has a project starting construction this summer, which will add guardrail to the west side of the 132nd Avenue NE curve at NE 40th Street to prevent vehicle run offs. The installation will also include minor shoulder widening on the west side to allow vehicles that may Run off the road a chance to recover.

4. What measures for reducing speeds through the neighborhoods have proven to work long term?

There are a variety of tools available to address speeding in neighborhoods. Each location and concern has unique factors that must be considered in determining the best method for addressing the issue. In general, physical devices that physically change the driving environment are more effective than signing and/or pavement markings. Projects that create skinny streets with significant roadway narrowing or installing speed humps, traffic circles and raised crosswalks have seen the most significant decrease in speeds. Since the motorists speeding are frequently residents who live in the neighborhood, active community clubs and homeowner associations can also make a difference by educating and encouraging each other about the importance of driving responsibly in the area.

5. What specifically can be done about speeding by parents picking up their kids at the late afternoon sessions, either private or school, these take usually take place between 4:00 and 5:00? They do not stop at stop signs in Cherry Crest. They exceed the speed limits by going WELL over 25 mph. This is a particular group that is not paying any attention to the rules. Now that there are lots of children out playing and riding their bikes, scooters, etc.

Neighborhood Services staff have worked with the Principal and administration at Cherry Crest Elementary a number of times since it reopened to encourage parents to drive and park responsibly. Like most schools in Bellevue, we realize that there continue to be school traffic impacts associated with Cherry Crest Elementary School. When resources become available, we will be working with the school on another school traffic improvement project, which will include an additional education and encouragement campaign.

In the meantime, residents concerned with speeding might be interested in borrowing a radar dolly, which would not only encourage motorists to slow down, but also give residents a better idea as to the speed of traffic. If you are interested in borrowing a radar dolly, please fill out the user agreement form at: <http://bellevuewa.gov/radardolly.htm>.

The motorists driving irresponsibly in your neighborhood are also likely to be driving irresponsibly on nearby higher volume roadways, such as 140th Avenue NE. Police Traffic officers spend the majority of their time on arterials where they can remind the largest number of motorists that they need to be driving responsibly throughout Bellevue. In the meantime, motorists running the stop signs may be reported to pdtraffic@bellevuewa.gov. Please include the license plate number, a description of the vehicle, as well as the date and time you witnessed the motorist violating the stop sign.

6. What can be done about the poor vision at the corners due to the vigorous growth we have had after the early spring rains?

Overgrown brush and trees at intersections and driveways limits motorist's ability to safely navigate neighborhood streets and/or see on-coming traffic at intersections. Adjacent households are responsible for maintaining their landscaping and keeping it clear at intersections and from encroaching into sidewalks. To report a sight-distance concern, please report the issue through the MyBellevue app or contact the City's Street Maintenance Division at 425-452-7840. When brush trimming is required, City staff notify adjacent households of the need to trim or remove their landscaping to open up sight-lines. If the work is not completed within a reasonable period of time, Street Maintenance will trim the landscaping. However, the adjacent homeowner may be billed for the work.

7. When is the bike lane for 40th between 140th and 148th Ave planned?

The *2009 Ped-Bike Plan* identifies a project to convert the existing wide shoulder on the south side NE 40th Street from 140th Avenue NE to 148th Avenue NE into a bicycle climbing lane. This project is also one of 52 candidate project ideas in the City's Bicycle Rapid Implementation Program (BRIP). No funding exists for these projects at this time, nor has the prioritization or phasing of the 52 BRIP project ideas been established. In addition, the proposed BRIP bike lane projects are currently conceptual and are subject to change following additional community consultation and engineering design. More information as to when and/or how the BRIP projects will be prioritized for design and funding may be available early next year after the current budget cycle is complete.

8. When will the bike and pedestrian lane be addressed on the 140th Avenue NE There is no continuation of bike lane from Redmond to NE 24th and beyond. It is a busy street. The pedestrian walkway also move back and forth on both sides. This is hazardous for bicyclists and pedestrian.

The Bicycle Rapid Implementation Program (BRIP) includes project ideas that would implement bicycle facilities on 140th Avenue NE between BelRed Road and NE 24th Street consistent with the *2009 Ped-Bike Plan*. As an example, Sound Transit is designing an overcrossing at NE 24th and BelRed Road. Consistent with feedback received from the Bridle Trails community during the 2009 Plan consultative process, there are no plans of extending bicycle facilities north of NE 24th Street on 140th Avenue NE. A separated walkway project for the west side of 140th Avenue NE, between NE 24th Street and NE 40th Street, is included on a prioritized list of Neighborhood Sidewalk Program projects. There is no funding available for this project at this time.

9. How does the City incorporate and prioritize equestrian friendly options when looking at new projects in BT?

Community engagement is a vital part of developing plans for new Capital Investment Projects. In the case of Bridle Trails, this would include looking at opportunities to include equestrian options during the design phase. This has occurred in the past. For example, the path on 140th Avenue NE, north of NE 40th Street, included the application of an alternative stabilizer to the gravel to better accommodate equestrian use.

10. Bridle Trails is not the place for curb sidewalk, and gutter. What other options are there?

Context sensitive solutions for walking facilities include trails, colored textured treatments, impervious asphalt and curbing. Examples of these treatments have already been constructed in the Bridle Trails Community, such as the soft surface trail on east side of 134th Avenue NE and the impervious asphalt trail on the west side of 140th Avenue NE north of NE 40th Street.

13. How often does the city replace missing turtles on the road?

When roadway buttons, otherwise known as turtles, are missing for an extended length, replacement is scheduled by our Street Maintenance Division. They also conduct a night check each spring to gather information on missing and/or dull reflective buttons for the summer replacement schedule.

If you have a location that you feel needs maintenance, please contact our Streets Maintenance Division at 425-452-7840.

CONGESTION:

- 1. We have been told that BedRed development will be mitigated. What are the plans? Are the dates in sync with development? Do we have to wait for there to be a problem before it is addressed?**

BelRed development is required to mitigate by providing street frontage and pedestrian connections that are laid out in the BelRed Land Use Code. The area is envisioned as developing in smaller blocks with a grid network of streets and sidewalks, on-street parking, and distinctive architectural features. The street frontage improvements for a project must be completed before the project is occupied. Other impacts that may arise from traffic increases could be mitigated through improvements such as lane widening, adding turn channelization, or signal improvements.

- 2. Does BelRed pay for traffic mitigation produced by BelRed?**

All projects pay traffic impact fees for the trips they generate.

- 3. Can the City work with WSDOT to put traffic travel time on the City streets? We want to know when not to get on the highway and when to choose 520 or I90.**

Freeway travel times are based on speed data collected by WSDOT along each freeway route. This data is analyzed to determine an approximate travel time from the sign location to the destination identified (i.e. Seattle). Bellevue is about to update its Intelligent Transportation Systems (ITS) Master Plan. As part of this planning process, we will be looking into the next generation of traveler information that may be provided to Bellevue residents and commuters. In the meantime, Bellevue currently has a traffic map and camera images available on our *Real Time Bellevue Traffic* site. There are private companies, such as Google and Inrix that provide travel time information on their websites and/or mobile applications based on exact origin and destinations.

COORDINATION:

- 1. What can the City do to work with WSDOT to verify citizen input is taken into account for 520 changes?**

Although WSDOT is the lead agency, the City plays an active role in plan review and coordination. Funding was approved by WA Legislative action at \$40.9 million total. The estimated project cost is \$265 million, including auxiliary ramps to and from the east. More information can be found in the project report at <http://www.wsdot.wa.gov/planning/Studies/List.htm> or share your input by contacting Amy Danberg, WSDOT Consultant at DanberA@consultant.wsdot.wa.gov.

- 2. How can transportation incorporate undergrounding utilities in every project?**

The undergrounding of utilities can be very expensive for both the City and individual property owners who have to connect to the system. As a result, each project is reviewed on a case by case basis, taking into consideration property owner input and available funding to determine if undergrounding is appropriate for that project.