

Neighborhood Traffic Calming and Parking

Outline

- What did we hear?
- What cities did we look at?
- What are the findings?
 - Traffic Calming
 - Kiss & Ride
- Next Steps?

What did we hear?

Areas of Concerns

- Traffic Calming
 - Speeding traffic
 - Cut-through traffic
 - Lack of sidewalks
- Kiss & Ride

Areas of Review

- Policies & Procedures
 - How is traffic calming implemented?
 - Speed/volume/support thresholds
- Programs
 - Education
 - Encouragement
 - Enforcement
- Engineering Measures
 - Toolbox
 - Design details

What cities did we look at?

Traffic Calming

- Redmond
 - Local
- Salt Lake City
 - Suburban
 - Light Rail
- Palo Alto
 - Older
 - Denser
- Montgomery County, MD
 - Suburban
 - TOD centers

Kiss & Ride

- Washington Metropolitan Area Transit Authority (WMATA)
- TBD...

We looked at: Similarities and differences

Traffic Calming Findings

Bellevue has a robust traffic calming program including:

- Large toolbox (especially for education, encouragement and enforcement)
- Clear and accessible traffic calming guidance
- A balance of hard thresholds and flexible considerations
- Similarities to other programs including:
 - Reliance on resident advocacy and support
 - Traffic considerations
 - Treatments based on roadway class/function

Traffic Calming Findings (Cont.)

Redmond

- Directly links traffic calming measure with roadway classification
- Uses a two phased implementation approach

Salt Lake City

- Use Formula to determine if traffic calming is appropriate
- Sidewalk presence and ped/bike designation considered
- Study showed that traffic humps and tables have been effective at reducing speed, increasing compliance

Traffic Calming Findings (Cont.)

Palo Alto

- Clearly states high-level objectives of traffic calming program
- Outlines in detail an extensive outreach process

Montgomery County, MD

- Very specific requirements for traffic calming
- Require resident support (measure through voting)
- Interventions categorized by street volumes (Low, Moderate, High)

Kiss & Ride Findings

- Limited guidance on sizing for Kiss & Ride facilities
- Generally they should be design to reduce conflicts with other modes especially buses
- Good line of sight and a short walking distance are identified as important characteristics
- Insufficient Kiss & Ride capacity can create complications on joint use sites (on-site TOD)
- WMATA has Kiss & Ride requirements however transferability needs to be reviewed
- More research needs to be completed

Next Steps

- Gather additional information where needed
- Identify desirable and transferable ideas/concepts/approach
- Document findings and recommendations

Initial Non-Motorized Concept Findings

Outline

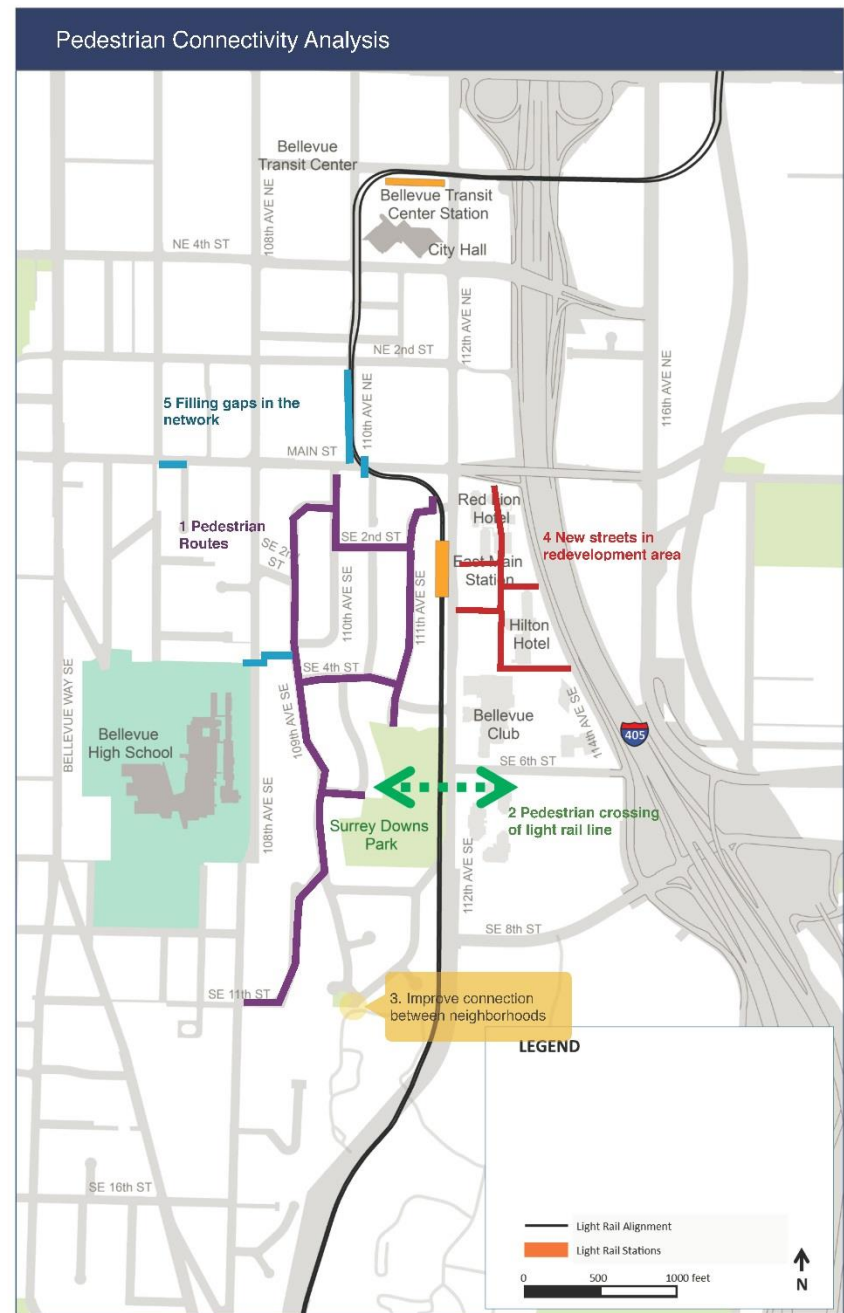
- What concepts are we assessing?
- How are they being assessed?
- Initial findings
- Next-steps

What concepts are we assessing?

- Pedestrian access improvements
- Bicycle access improvements
- Other access improvements
 - ADA improvements
 - Signage
 - Lighting
 - Safety

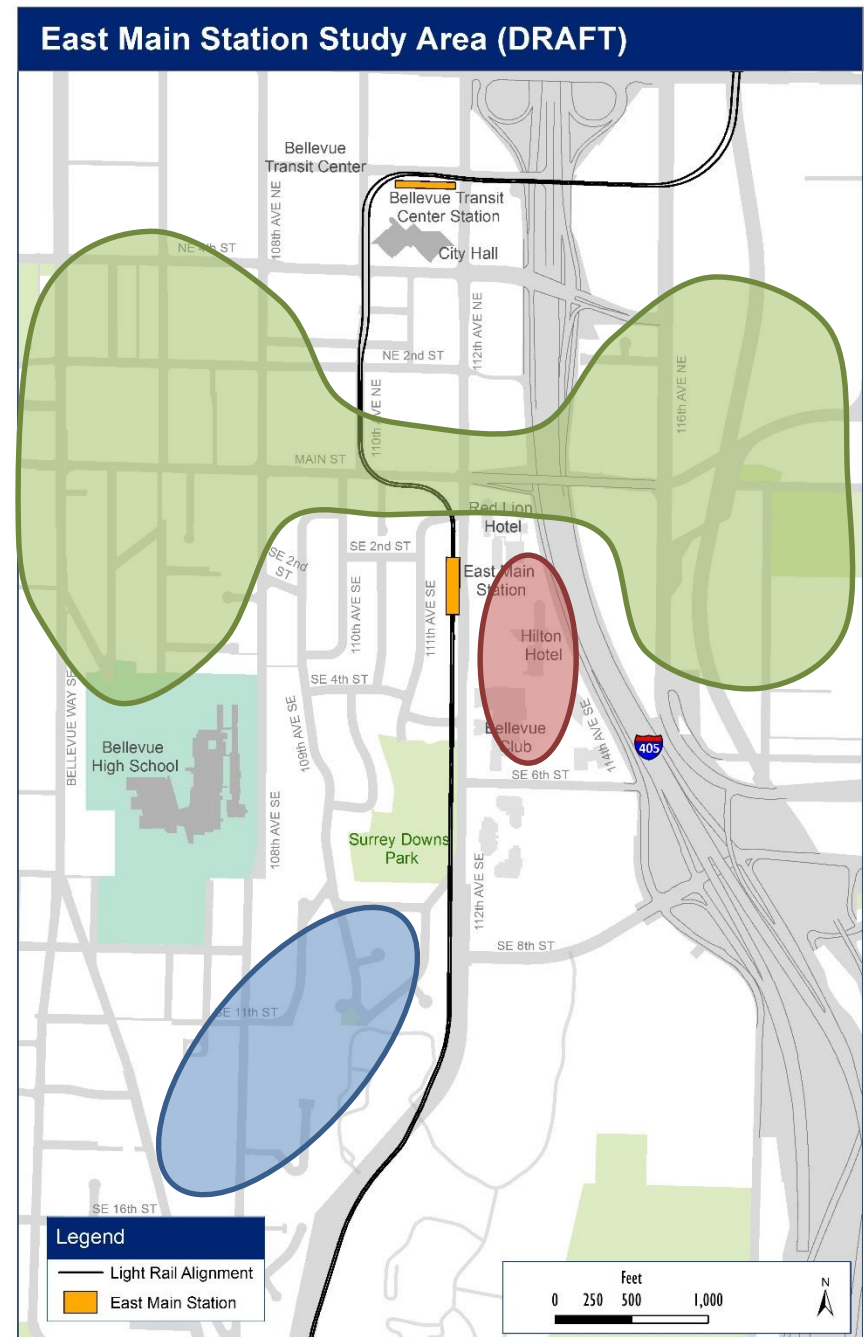
Pedestrian Network

- Fills in sidewalk gaps on key corridors including
 - Main Street
 - 110th Ave NE
 - Bellevue HS
- Pedestrian bridge across light rail and 112th Ave SE at Surrey Downs Park
- Improved connections in and between residential neighborhoods
- New pedestrian pathways and crosswalks from redevelopment area to station



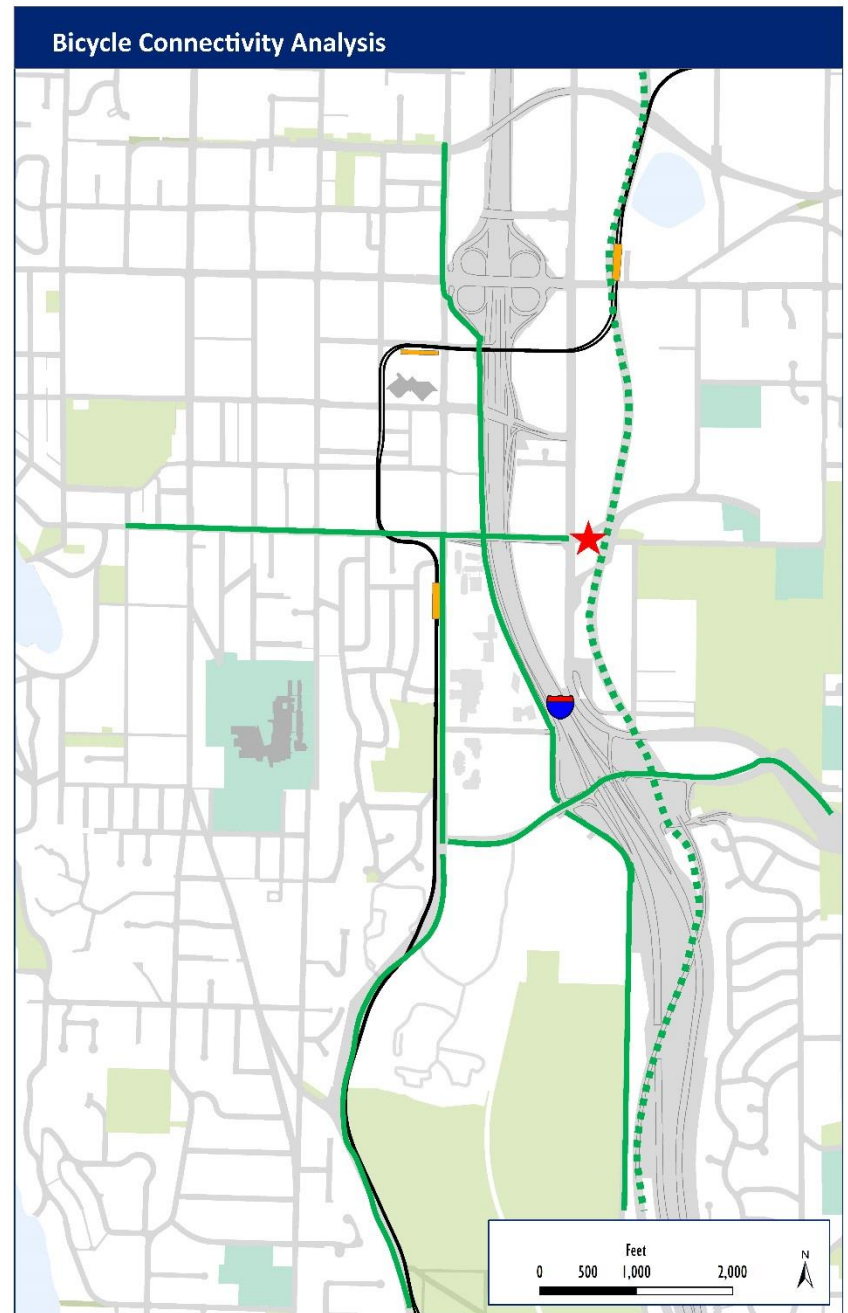
Pedestrian Results

- Redevelopment results in largest improvement in housing/employment access to station
- Main Street corridor is primary corridor for pedestrians
- Addressing sidewalk gaps results in large access improvements especially into downtown
- Pedestrian bridge improves access to station for some parts of residential neighborhoods
- New neighborhood connection results in limited improvement in access



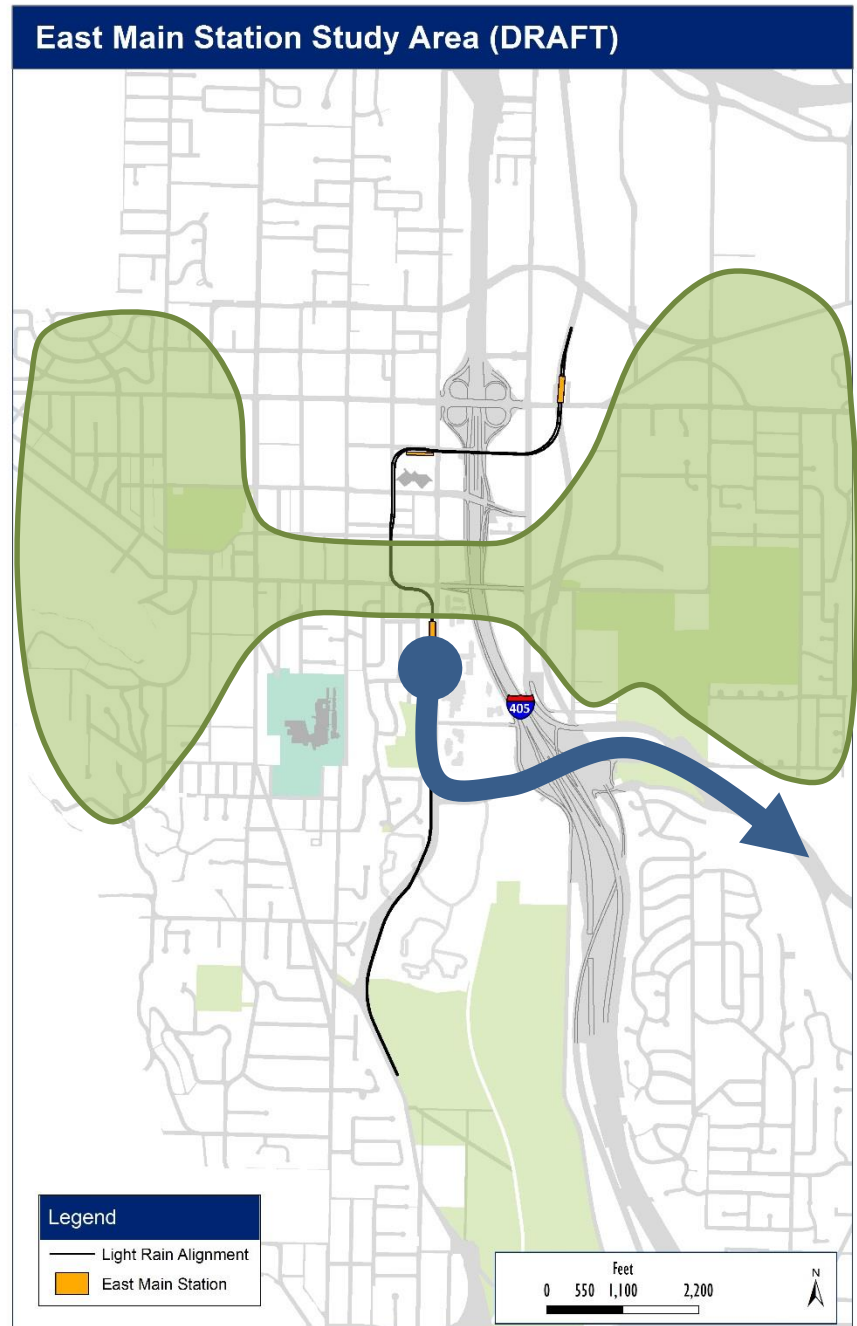
Bicycle Network

- Address gaps in bicycle network along 112th/ 114th/ 118th Ave
- Multi-use trail on Main Street from Bellevue Way to Eastside Rail Corridor
- Multi-use trail on SE 8th Street between Lake Hills Connector and 118th Ave SE
- Multi-use trail along 112th Ave SE to Main Street



Bicycle Results

- Main Street multi-use trail provides the large improvement in station access
- SE 8th Street multi-use trail is key for improved access from the Lake Hills Connector
- Multi-use trail on 112th Ave SE provides valuable last mile connection however bikeshed overlaps with S Bellevue Station



Next Steps

- Finalize access analysis and summarize results
- Identify other measures for concept prioritization (safety, cost, watershed size, etc.)
- Document findings and recommendations

Thanks

RPZ Findings

- Formation of zone is generally lead by residents
- Some cities set thresholds for eligibility
- RPZ systems are context sensitive and vary depending on the needs of the area
- Many system are financially self-sufficient based on RPZ permit fees
- Expanded zones vs new zones not addressed
- Tacoma is revamping their system from top to bottom
- Seattle will be reviewing it's RPZ system including adding performance measures