

Education, Encouragement, and Enforcement



Tool	Description	Guidelines	Benefit
Neighborhood Speed Watch Program	Residents monitor the speed of vehicles with radar equipment on loan from Transportation Department.	<ul style="list-style-type: none"> • A short 20 minute training session is provided to the requestor by city staff. The requestor collects motorist data and submits the results to City staff. 	Reduce excessive vehicle speeds, Educate the community
Neighborhood Traffic Safety Newsletters	Published by the City and contain personalized information about your neighborhood's traffic safety concerns.	<ul style="list-style-type: none"> • The neighborhood association may provide content and help to distribute the newsletters to neighborhood residents. 	Reduce excessive vehicle speeds, Improve pedestrian & bicycle safety, Enhance neighborhood identity, Educate the community
Pedbee Education Program	The Pedbee Education Program teaches children in grades K-5 about pedestrian and traffic safety.	<ul style="list-style-type: none"> • School administration approval is required for in-school events. 	Improve pedestrian and bicycle safety, Educate the community, Heighten school zone awareness
Portable Radar Dolly	A radar dolly is a handcart equipped with a radar unit which detects and displays the speed of passing vehicles on a digital reader board.	<ul style="list-style-type: none"> • A short 20 minute training session is provided to the requestor by City staff. The requestor coordinates with the City to arrange pick-up and drop-off times for the equipment. 	Reduce excessive vehicle speeds, Educate the community
Radar Trailer	The radar trailer is a portable trailer equipped with a radar unit which detects the speed of passing vehicles and displays the speed on a reader board.	<ul style="list-style-type: none"> • To request a radar speed trailer be placed at a particular location, call (425)452-6940. 	Reduce excessive vehicle speeds, Educate the community
Sign and Pledge Program	This program involves lending communities portable signs that encourage motorists to respect the neighborhood, drive responsibly, and drive 25 mph.	<ul style="list-style-type: none"> • The requestor and neighborhood volunteers are responsible for placement of signs around the community. In addition, the volunteers encourage their neighbors to sign the pace car pledge. There is a 20 minute training session provided by Transportation staff. • Written neighborhood association and volunteer support is required. 	Reduce excessive vehicle speeds, Enhance neighborhood identity, Educate the community
Traffic Enforcement	The Transportation Department works closely with the Bellevue Police Department to enforce speed limits and other traffic laws in neighborhoods.	<ul style="list-style-type: none"> • To request enforcement, go to www.bellevuewa.gov/traffic_service_request.htm or call (425)452-6940. 	Reduce excessive vehicle speeds, Educate the community
Trips to School	The Trips to School program encourages elementary school students to walk, bike, carpool, and ride the bus to and from school. City staff coordinate with participating schools to develop a customized plan to enhance traffic safety for their school.	<ul style="list-style-type: none"> • A school volunteer or faculty/staff member is needed to serve as a primary contact and be willing to work with the City to develop and implement the customized plan. • School administration approval is required. 	Improve pedestrian and bicycle safety, Educate the community, Heighten school zone awareness

Modifying Streetscape



Tool	Description	Guidelines	Benefit
Brush Trimming	When brush trimming is required, City staff notify adjacent households of the concern, requesting they do the maintenance on their own within a specified period of time.	<ul style="list-style-type: none"> • The requestor alerts City staff to areas of concern in the neighborhood. 	Improve Pedestrian and bicycle safety
Chicanes/ Slow Point	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.	<ul style="list-style-type: none"> • The requestor should be proactive throughout the process in assisting the City in obtaining support and should also serve as a member of the Traffic Committee, if one is formed. • Adjacent property support is needed. If this tool is part of a neighborhood-wide plan, the community will vote to determine level of support. Sixty-five percent (65%) of returned ballots must support the project for it to be designed and constructed. • Posted speed limit of 25 mph • Vehicle speeds of >35 mph (>30 mph if adjacent to neighborhood park/school) • Average daily traffic of 300-3500 vehicles • Moderate impact to emergency response 	Manage traffic volume, Reduce excessive speeds
Curb Extensions	Curb extensions narrow the roadway by extending the curb toward the center of the street helping to reduce vehicle speeds. Curb extensions can also be used at intersections or mid-block locations to increase sight-distance. They can also be installed in conjunction with speed humps to create planting areas or raised crosswalks to shorten pedestrian crossing distances.	<ul style="list-style-type: none"> • The requestor should be proactive throughout the process in assisting the City in obtaining support and should also serve as a member of the Traffic Committee, if one is formed. • Adjacent property support is needed. If this tool is part of a neighborhood-wide plan, the community will vote to determine level of support. Sixty-five percent (65%) of returned ballots must support the project for it to be designed and constructed. • Posted speed limit of 25 mph • Average daily traffic of 300-6500 vehicles • Moderate impact to emergency response • On-street parking may need to be restricted 	Reduce excessive speeds, Improve Pedestrian and bicycle safety, Heighten school zone awareness



<p>Full Closure</p>	<p>A full closure physically closes a roadway in a neighborhood and is considered the most restrictive and severe form of traffic calming.</p>	<ul style="list-style-type: none"> • The requestor should be proactive throughout the process in assisting the City in obtaining support and should also serve as a member of the Traffic Committee, if one is formed. • Adjacent property support is needed. This tool significantly impacts driving patterns in a neighborhood by forcing residents to find alternative routes to and from their home. As a result, sixty-five percent (65%) of all households in the neighborhood need to support the restriction. The project may include an initial demonstration project before determining whether the closure is installed permanently. • Posted speed limit of 25 mph • Average daily traffic <2000 vehicles • 20% of traffic during peak hour is cutting through the neighborhood to avoid adjacent arterial streets • Significant impact to emergency response 	<p>Manage traffic volume, Reduce excessive speeds, Improve Pedestrian and bicycle safety, Enhance neighborhood identity</p>
<p>Lane Striping</p>	<p>Lane striping helps to define the roadway. Whether installed with paint or buttons, it can delineate parking areas, travel lanes, bike lanes, and even walking areas. It can be used to narrow travel lanes in an effort to reduce vehicle speeds.</p>	<ul style="list-style-type: none"> • The requestor should be proactive throughout the process in assisting the City in obtaining support and should also serve as a member of the Traffic Committee, if one is formed. • Adjacent property support is needed. If this tool is part of a neighborhood-wide plan, the community will vote to determine level of support. Sixty-five percent (65%) of returned ballots must support the project for it to be designed and constructed. • Posted speed limit of 25 mph • Average daily traffic >300 vehicles • Parking may be restricted 	<p>Reduce excessive speeds, Improve Pedestrian and bicycle safety</p>
<p>Medians</p>	<p>Medians are raised islands placed in the center of a roadway to separate opposing traffic.</p>	<ul style="list-style-type: none"> • The requestor should be proactive throughout the process in assisting the City in obtaining support and should also serve as a member of the Traffic Committee, if one is formed. • Adjacent property support is needed. If this tool is part of a neighborhood-wide plan, the community will vote to determine level of support. Sixty-five percent (65%) of returned ballots must support the project for it to be designed and constructed. • Posted speed limit of 25 mph • Vehicle speeds >35 mph (>30 mph if adjacent to neighborhood park/school) • Average daily traffic >300 vehicles • Limited impact to emergency response vehicles, depending on location • Should not be located where they affect driveway access • Parking may be restricted 	<p>Reduce excessive speeds, Improve Pedestrian and bicycle safety, Enhance neighborhood identity, Heighten school zone awareness</p>



<p>Neighborhood Entrances</p>	<p>A neighborhood entrance is a raised island in the center of a roadway and/or a raised pavement treatment, such as a patterned brick pavement, that identifies the entrance into a neighborhood.</p>	<ul style="list-style-type: none"> • The requestor should be proactive throughout the process in assisting the City in obtaining support and should also serve as a member of the Traffic Committee, if one is formed. • Adjacent property support is needed. If this tool is part of a neighborhood-wide plan, the community will vote to determine level of support. Sixty-five percent (65%) of returned ballots must support the project for it to be designed and constructed. • Average daily traffic >300 vehicles • Parking may be restricted 	<p>Manage traffic volume, Reduce excessive speeds, Enhance neighborhood identity, Heighten school zone awareness</p>
<p>Partial Closures</p>	<p>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.</p>	<ul style="list-style-type: none"> • The requestor should be proactive throughout the process in assisting the City in obtaining support and should also serve as a member of the Traffic Committee, if one is formed. • Adjacent property support is needed. This tool significantly impacts driving patterns in a neighborhood by forcing residents to find alternative routes to and from their home. As a result, sixty-five percent (65%) of all households in the neighborhood need to support the restriction. The project may include an initial demonstration project before determining whether the closure is installed permanently. • Posted speed limit of 25 mph • Average daily traffic <2000 vehicles • 20% of traffic during peak hour is cutting through the neighborhood to avoid adjacent arterial streets • Significant impact to emergency response • May restrict parking 	<p>Manage traffic volume, Reduce excessive speeds, Improve Pedestrian and bicycle safety, enhance neighborhood identity</p>
<p>Raised Crosswalk</p>	<p>A raised crosswalk is an area of roadway pavement that has been raised approximately 3" and includes a crosswalk marked on top.</p>	<ul style="list-style-type: none"> • The requestor should be proactive throughout the process in assisting the City in obtaining support and should also serve as a member of the Traffic Committee, if one is formed. • Adjacent property support is needed. If this tool is part of a neighborhood-wide plan, the community will vote to determine level of support. Sixty-five percent (65%) of returned ballots must support the project for it to be designed and constructed. • Posted speed limit of 25 mph • Average daily traffic of 300-3500 vehicles • Significant impact to emergency response vehicles • Should not be located where they affect driveway access • Potential noise impacts from motorists traversing the raised crosswalk 	<p>Manage traffic volume, Reduce excessive speeds, Improve Pedestrian and bicycle safety, Heighten school zone awareness</p>



<p>“Residential Area” Sign</p>	<p>Bellevue’s blue “Residential Area” signs note that one is entering a residential area. The sign is designed to promote a sense of community by showing pictures of homes, bicyclists, pedestrians, and vehicles. It has a supplemental plaque that states “Residential Area.”</p>	<ul style="list-style-type: none"> • Some signing may require adjacent household support. If so, the requestor should be proactive throughout the process of obtaining adjacent property owner support. • Adjacent property support may be needed. • Posted speed limit of 25 mph 	<p>Reduce excessive speeds, Improve Pedestrian and bicycle safety, Enhance neighborhood identity</p>
<p>School Zone Flashing Beacons</p>	<p>These signs are installed in school zones alerting drivers to slow to 20 mph during school start and dismissal times.</p>	<ul style="list-style-type: none"> • Schools or school districts can qualify for traffic safety grants when available. • Residents are notified when school zone flashing beacons are installed. 	<p>Reduce excessive speeds, Heighten school zone awareness</p>
<p>Speed Cushions</p>	<p>Speed cushions are different from speed humps in that they have gaps to allow for the expedient passing of emergency vehicles. Typically speed cushions consist of two or more raised and rounded areas of pavement placed laterally across a road.</p>	<ul style="list-style-type: none"> • The requestor should be proactive throughout the process in assisting the City in obtaining support and should also serve as a member of the Traffic Committee, if one is formed. • Adjacent property support is needed. If this tool is part of a neighborhood-wide plan, the community will vote to determine level of support. Sixty-five percent (65%) of returned ballots must support the project for it to be designed and constructed. • Posted speed limit of 25 mph • Vehicle speeds >35 mph (>30 mph if adjacent to neighborhood park/school) • Average daily traffic of 300-3500 vehicles • Moderate impact to emergency response vehicles • Should not be located where they affect driveway access • Potential noise impacts from motorists traversing the speed cushion 	<p>Manage traffic volume, Reduce excessive speeds, Heighten school zone awareness</p>
<p>Speed Dots</p>	<p>A speed dot is a small circular or oval island located in the center of the road at mid-block locations. It reduces vehicle speeds by narrowing the roadway and redirecting vehicles around the circle.</p>	<ul style="list-style-type: none"> • The requestor should be proactive throughout the process in assisting the City in obtaining support and should also serve as a member of the Traffic Committee, if one is formed. • Adjacent property support is needed. If this tool is part of a neighborhood-wide plan, the community will vote to determine level of support. Sixty-five percent (65%) of returned ballots must support the project for it to be designed and constructed. • Posted speed limit of 25 mph • Vehicle speeds >35 mph (>30 mph if adjacent to neighborhood park/school) • Average daily traffic of 300-3500 vehicles • Moderate impact to emergency response vehicles • Should not be located where they affect driveway access • May restrict parking • May require removal of some landscaping in the right-of-way of adjacent yards 	<p>Manage traffic volume, Reduce excessive speeds, Heighten school zone awareness</p>



<p>Speed Humps</p>	<p>Speed humps (also known as speed bumps) have been used in the City of Bellevue since 1985 as a technique to reduce vehicle speeds. A speed hump is a raised area of roadway pavement approximately 3 inches in height.</p>	<ul style="list-style-type: none"> • The requestor should be proactive throughout the process in assisting the City in obtaining support and should also serve as a member of the Traffic Committee, if one is formed. • Adjacent property support is needed. If this tool is part of a neighborhood-wide plan, the community will vote to determine level of support. Sixty-five percent (65%) of returned ballots must support the project for it to be designed and constructed. • Posted speed limit of 25 mph • Vehicle speeds >35 mph (>30 mph if adjacent to neighborhood park/school) • Average daily traffic of 300-3500 vehicles • Significant impact to emergency response vehicles • School bus or transit route • Potential noise impacts from motorists traversing the speed hump 	<p>Manage traffic volume, Reduce excessive speeds, Heighten school zone awareness</p>
<p>Speed Limit Pavement Markings</p>	<p>The City uses pavement markings noting “25 MPH” at locations where drivers may need to be reminded of the posted speed limit. These pavement markings are typically eight feet long and are either painted onto the pavement or applied with a special tape. Locations are selected based on field review and speed study results.</p>	<ul style="list-style-type: none"> • The requestor should be proactive throughout the process in assisting the City in obtaining support. • Residents are notified when speed limit pavement markings are installed. • Posted speed limit of 25 mph • Vehicle speeds >30 mph 	<p>Reduce excessive speeds</p>
<p>Speed Mounds</p>	<p>Speed mounds are slightly raised areas of pavement that guides drivers through a designated area. Unlike traffic circles which force drivers around the device, speed mounds allow vehicles to pass over the raised pavement. They may be built with colored and/or textured pavement. Speeds mounds are used as an alternative to curb extensions or medians and are successful when existing driveways and turning movements restrict physical curbed treatments, such as traffic circles</p>	<ul style="list-style-type: none"> • The requestor should be proactive throughout the process in assisting the City in obtaining support and should also serve as a member of the Traffic Committee, if one is formed. • Adjacent property support is needed. If this tool is part of a neighborhood-wide plan, the community will vote to determine level of support. Sixty-five percent (65%) of returned ballots must support the project for it to be designed and constructed. • Posted speed limit of 25 mph • Vehicle speeds >35 mph (>30 mph if adjacent to neighborhood park/school) • Average daily traffic of 300-3500 vehicles • Moderate impact to emergency response vehicles • School bus or transit route 	<p>Reduce excessive speeds, Improve Pedestrian and bicycle safety, Heighten school zone awareness</p>



<p>Split Speed Humps</p>	<p>Split speed humps are modified speed humps that allow emergency vehicles to navigate around split speed humps without much delay. Motorists that are not associated with the Fire Department are directed to travel over the speed hump.</p>	<ul style="list-style-type: none"> • The requestor should be proactive throughout the process in assisting the City in obtaining support and should also serve as a member of the Traffic Committee, if one is formed. • Adjacent property support is needed. If this tool is part of a neighborhood-wide plan, the community will vote to determine level of support. Sixty-five percent (65%) of returned ballots must support the project for it to be designed and constructed. • Posted speed limit of 25 mph • Vehicle speeds >35 mph (>30 mph if adjacent to neighborhood park/school) • Average daily traffic of 300-3500 vehicles • Moderate impact to emergency response vehicles • School bus or transit route • Potential noise impacts from motorists traversing the split speed humps 	<p>Reduce excessive speeds</p>
<p>Stationary Radar Sign</p>	<p>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.</p>	<ul style="list-style-type: none"> • The requestor should be proactive throughout the process in assisting the City in obtaining support and should also serve as a member of the Traffic Committee, if one is formed. • Adjacent property support is needed and 65% of responding households in the affected area must support installation of the sign. • Score based on predetermined criteria • Should be placed where on-street parking is minimal 	<p>Reduce excessive speeds</p>
<p>Traffic Circles</p>	<p>A traffic circle is a raised circular island located in the center of an intersection. This design requires vehicles to keep right and travel through the intersection in a counter-clockwise direction around the island.</p>	<ul style="list-style-type: none"> • The requestor should be proactive throughout the process in assisting the City in obtaining support and should also serve as a member of the Traffic Committee, if one is formed. • Adjacent property support is needed. If this tool is part of a neighborhood-wide plan, the community will vote to determine level of support. Sixty-five percent (65%) of returned ballots must support the project for it to be designed and constructed. • Posted speed limit of 25 mph • Vehicle speeds >35 mph (>30 mph if adjacent to neighborhood park/school) • Average daily traffic of 300-3500 vehicles • Significant impact to emergency response vehicles • School bus or transit route • May require parking restrictions 	<p>Manage traffic volume, Reduce excessive speeds, Heighten school zone awareness</p>

Parking



Tool	Description	Guidelines	Benefit
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.	<ul style="list-style-type: none"> • The requestor should be proactive throughout the process in assisting the City in obtaining support. • If sign installation is based on safety, no adjacent property support is needed and City staff will proceed. If the restrictions are non-safety related, 100% of adjacent property support is needed through a ballot. • Nature of parking concern 	Manage traffic volume, Manage neighborhood parking
Good Neighbor Parking Program	The City works with the establishment and suggests solutions that can be implemented such as better drop off/pick up routes, pursuing shared parking agreements with adjacent or nearby business, and incentives to promote alternatives to driving like carpooling and taking the bus.	<ul style="list-style-type: none"> • Cooperation is the key for the Good Neighbor Parking Program to work. The business generating the traffic must be willing to be a “good neighbor” and put forth the effort to enforce consequences if there are violations. • Good neighbor agreements work best when they are reciprocal. The establishment owner agrees to be responsive to neighborhood concerns, but it helps when the neighbors do what they can to help the business succeed. If parking restrictions are required, adjacent properties need to agree to have them in the neighborhood before the signs are installed. 	Enhance neighborhood identity, Manage neighborhood parking
Residential Parking Zone	A Residential Permit Parking Zone (RPZ) is an area established by a city ordinance to restrict non-residential parking on neighborhood streets.	<ul style="list-style-type: none"> • The requestor and/or the neighborhood association submits a written request describing the problem and its location. A ballot is circulated to determine if 65% of all households in the area support the restriction. • 65% of the neighborhood must support the implementation of a residential parking zone. City Council must approve the ordinance before the RPZ can take effect. 	Manage traffic volume, Manage neighborhood parking