

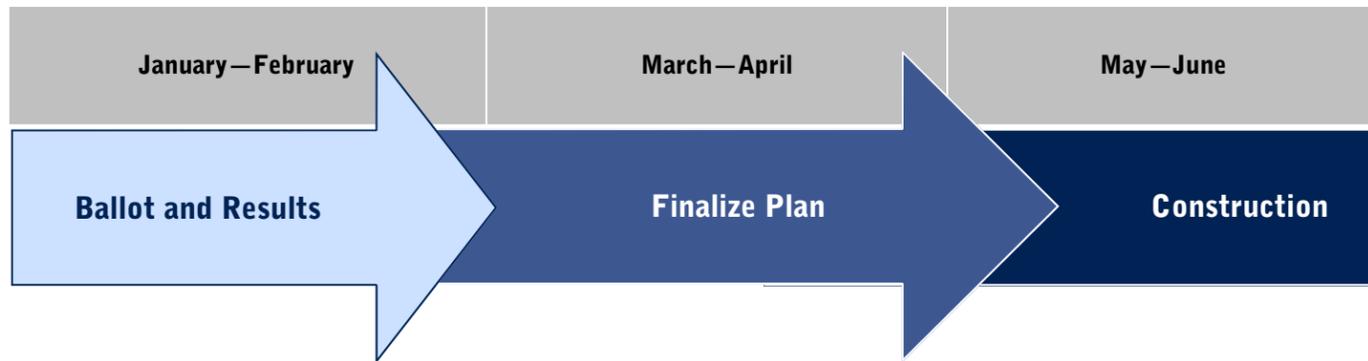


NEXT STEPS

The next key step is to hear from YOU! Please send in the enclosed ballot in the postage-paid envelope by **THURSDAY, JANUARY 30TH** or bring it to the Open House, whichever is more convenient.

Project Open House Tuesday, January 21st Bellevue City Hall 5pm - 7pm	Neighborhood Ballot DUE JANUARY 30TH
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If the plan receives enough support, construction is anticipated for spring/summer 2014. Once we have tallied results, we will share these with you.



Information

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 425-452-6800

Project Website: <http://sharepoint.bellevuewa.gov/SE8thNTP/>

SE 8TH ST TRAFFIC IMPROVEMENT PROJECT NEIGHBORHOOD BALLOT



Are you concerned with traffic?

The City of Bellevue Neighborhood Traffic Safety Services has received numerous requests to address residents' concerns with vehicle speeds and cut-through traffic over the years on SE 8th Street, between 100th Ave SE and Bellevue Way. A number of traffic studies and field visits were conducted and studies show that there is a significant amount of cut-through traffic using SE 8th Street and SE 6th Street to get to Bellevue Way in the afternoon. A traffic committee of resident volunteers was formed to work with City staff to help develop a conceptual plan for improvements to address the traffic concerns.



SE 8th St, facing west

Open House

This newsletter is to inform you of the existing traffic conditions and describe the proposed plan that was developed to help address concerns. An open house has been scheduled for you to come ask questions, speak with City staff, meet with neighbors and traffic committee members to discuss the project, and look at a more detailed drawing of the proposed plan.

TUESDAY, JANUARY 21ST
Bellevue City Hall at 450 110th Ave NE
ROOM 1E-112
5PM-7PM

Need your input—VOTE!

In order for these improvements to move forward, 65% of respondents must support the plan. Please mail the neighborhood ballot in the enclosed postage paid envelope by **Thursday, January 30th** or bring it with you to the Open House.

Project Questions?

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<http://sharepoint.bellevuewa.gov/SE8thNTP>



EXISTING CONDITIONS: Traffic Study Data

This project triggered program funding with the amounts of cut-through traffic heading eastbound on SE 6th St and SE 8th St during the afternoon peak hours. **Cut-Through traffic** is defined as drivers not having an origin or destination in the area.

The percentages to the right represent the **amount of cut-through traffic during 4-6pm.**

Description	Avg. Daily Traffic	85th% Speed*
102nd Ave SE south of SE 3rd St	1100	30 MPH
SE 6th St east of 102nd Ave SE	1028	29 MPH
100th Ave SE south of SE 6th St	906	27 MPH
SE 8th St west of 102nd Ave SE	1099	28 MPH
102nd Ave SE north of SE 10th St	369	24 MPH
SE 10TH St east of 103rd Ave SE	524	27 MPH



*the speed at or below which 85% of traffic is travelling. The speed limit along these streets is 25 mph.

CREATING A CONCEPTION PLAN

The roadways on SE 6th St and SE 8th St contain numerous constraints that limit the engineering feasibility and design of certain elements.

- Low roadway volumes (that do not meet warrants for stop sign installation)
- Narrow roadway
- Presence of multiple driveways
- Presence of Fire Station #1 at Bellevue Way and SE 8th St
- Steep roadway grade (often exceeds 8% which is the maximum grade that can support vertical traffic calming measures, such as speed humps)
- Presence of existing sewer and water line in the street that (e.g. SE 6th St and 102nd Ave SE) that limit what type of measures can be built.

Taking all factors into consideration, it was decided to focus physical measures on SE 8th St and will evaluate SE 6th St for changes and impacts in the future if the proposed plan receives enough support to move forward.



The conceptual plan initially proposed a median at 100th Ave SE/SE 8th St and a split speed hump west of Bellevue Way but elongated speed humps were incorporated after staff worked with Fire Station #1 staff and the Bellevue School District in conducting a practice run to ensure that the physical measures allow the ability to maneuver the roadway appropriately and safety.

The following proposed plan was created from various field visits, discussions with resident volunteers on the traffic committee and Fire Department staff.



Elongated speed humps example on 108th Ave SE

B Elongated Speed Humps

Elongated speed humps are 22-ft long (in the direction of travel), 3 inches in height, with a 10-ft flat top. Speed humps can help reduce speeds and non-local traffic. They are also self-enforcing. They are used for areas with transit and higher traffic volumes.

This design has less impact on emergency response vehicles than the 12-ft long standard speed hump but still causes some delay (between 2 and 9 seconds) and potential noise from motorists traversing the speed hump.



Chicane - Slow Point on 128th Ave SE in the Wilburton neighborhood

C Double chicane / One-Lane Zone

Chicanes between 101st Pl SE and 102nd Ave SE create one-lane zones that allows one vehicle to pass at a time. These one-lane zones will require vehicles at both ends to yield before proceeding through. This causes a delay for motorists and can reduce cut-through traffic as a result.

This proposal includes maintaining a 5-ft wide path on the south side of the roadway for pedestrians and bicyclists.