

# June 16, 2016

## Neighborhood Traffic Mitigation Committee

### Summary of Meeting #2

5-7 pm, 1E-109, City Hall

#### Staff Liaisons:

- Marie Jensen, East Link Outreach, Transportation Dept.
- John Murphy, Neighborhood Traffic Safety Services (NTSS), Transportation Dept.

#### Presenters

- Ryan Shelton, East Link Project Engineer, Bellevue Transportation Department
- Paige Cureton and Blake Jones, Sound Transit

Neighborhood Traffic Mitigation Committee: (☑ indicates present at meeting)

Beaux Arts Village	Bellecrest	Enatai	Surrey Downs
☑ Tom Stowe	☑ Mike Koehn	☑ Kevin Paulich	Kerri Patterson
☑ Eugenia Yen	☑ Tricia Thomason	Rebecca Sears	☑ Ed Nugent
☑ Cynthia Hudson	☑ Liz Hale	Katherine Christopherson	

#### I. *Welcome/Overview – Marie J.*

- Review of tonight’s agenda
- Acknowledged sense of “process fatigue” by some community members
- Reminded NTMC of its scope; its work is advisory to staff not the City Council or board/commission
- NTMC is modelled after City’s NTSS program

#### II. *Closure of South Bellevue Park and Ride (Paige C. & Blake J., Sound Transit)*

- Overview of South Bellevue East Link Segment
  - South Bellevue station is one of ten stations on the 14 mile extension
  - Station will have a 5-story, 1,500 stall parking garage
  - Design/bid/build contracting process where contractor comes on board after design
  - Contractor not hired at this time but when they are, Sound Transit will host a community forum to introduce the contract and give updates

- Park & Ride (P&R) will close for approximately five (5) years but Sound Transit will work with City to open sooner if possible.
- P&R will serve as major construction staging area for East Link construction in South Bellevue.
- East Link Construction updates can be found here: <http://www.soundtransit.org/Projects-and-Plans/East-Link-Extension/Project-updates>. Sign up for construction alerts here: [https://public.govdelivery.com/accounts/WASOUND/subscriber/new?qsp=WASOUND\\_22](https://public.govdelivery.com/accounts/WASOUND/subscriber/new?qsp=WASOUND_22)
- South Bellevue P&R Closure
  - Sound Transit partners with King County Metro (Metro) for transit service in Bellevue, Redmond, Kirkland and Issaquah
  - Incentives for commuters who typically use South Bellevue P&R will include:
    - Alternate, interim commuter lots throughout the city and region
      - New P&R lots
      - Existing P&R that have excess capacity
      - Existing lots with excess capacity
    - Enhanced ride share services
    - Integrated website with parking lot, route and option information
    - Trip planning tools
    - Employer services
  - Incentives and outreach to begin at least 60 days before P&R closure
    - Bus Route Service Changes in advance of closure
      - ST 541/542 *Overlake; new routes added in March 2016. This provides additional connection across the Lake to light rail service at the University of Washington station with service to the Overlake Transit Center.*
      - ST 554/Seattle *additional trips added in March 2016. Peak direction headways were reduced from 30 to 15 minutes and Sound Transit added 12 more trips in the AM (6-9 a.m.) and PM (3-6 p.m.) peak periods.*
      - ST 555 and ST 556 *will be re-routed off of 112<sup>th</sup> Ave SE at the September 2016 service change. Routes 555/556 will continue to serve Bellevue Way SE and the Bellevue Transit Center. Sound Transit will add four (4) more trips to Route 555/556 in September 2016.*
      - ST 560 *will bypass Bellevue Way and 112<sup>th</sup> Ave NE using I-405 to serve the Bellevue Transit Center with a transfer to*

*Route 550 connecting to downtown Seattle. This change will be implemented at the September 2016 service change.*

- ST 550: Northbound bus stop remains the same; southbound bus stop (temporary during closure) will be located on the west side of Bellevue Way just north of 112<sup>th</sup> Ave SE adjacent to the P&R
- Security during construction
  - Sound Transit has Emergency Response Plans in place
  - Sound Transit's contractors are required to have a controlled construction area. Construction sites are fenced and only approved personnel are granted access.
  - Roaming security at P&R lots as well as alternate lots *managed by Sound Transit*
  - Commuter lots are signed as such and no overnight parking is allowed.
- **Committee Member Comments**
  - *P&R is not used just by commuters*
    - Sound Transit is launching a program at other P&R lots to address overcapacity. The Mercer Island P&R—among other locations—is currently being negotiated to potentially be a part of the permit program. Program results can be shared with NTMC; the South Bellevue P&R is not currently slated to be part of the program.
      - Follow Up:
        - Parking pilot info:  
<http://www.soundtransit.org/parkingpilot>
        - New permit parking program info:  
<http://www.soundtransit.org/permitparking>
  - *Bus re-routes: what notification is given when the City's approves a traffic control plan (TCP)?*
    - City approves a TCP for a road closure and typically notifies Metro, emergency response (police & fire), schools and internal departments when a TCP is approved. City does not determine or approve a bus re-route
    - Metro coordinates the re-routes of its bus routes and Sound Transit's routes *in coordination with Sound Transit and the City.*
  - *Why were Sound Transit police vehicles recently driving on 108<sup>th</sup>?*
    - Sound Transit to follow up.
      - Follow Up: Sound Transit manages properties in the Bellefield, Surrey Downs, and Enatai neighborhoods. Sound

Transit provides security for these properties, as well as for Sound Transit managed transit facilities, including stations and bus stops. Residents may observe Sound Transit patrol vehicles in the neighborhoods and along our bus routes providing security services. Sound Transit patrol vehicles are tracked and monitored.

### ***III. Impacts of East Link construction on Bellevue Way SE & 112<sup>th</sup> Ave SE (Ryan S.)***

- Maintenance of Traffic (MOT) is a term that describes the goal to maintain capacity on a roadway, to the extent possible
  - MOT Plans provide a contractor with a concept and constraints to managing traffic in order to bid on a project; the contractor will develop specific plans to uphold MOT goals and constraints.
- A Traffic Control Plan (TCP) is approved by the City and includes specific details on how MOT will be achieved (e.g. type and placement of a detour sign)
- South Bellevue East Link Segment is generally defined as I-90 to the Surrey Downs Park (SE 4<sup>th</sup>).
  - The area to conduct construction activities is constrained by existing roadway and sensitive environmental areas
  - This constraint will lead to lane closures
- Sound Transit is hiring contractor for East Link; not the City of Bellevue
- Tradeoffs when it comes to MOT: more road closures mean less duration of construction; less road closures mean longer duration of construction
- Construction Impacts
  - Construction of the South Bellevue Segment will take 4 to 5 years to complete
  - 112<sup>th</sup> Ave SE
    - Duration of “Temp Bypass Road” from SE 8<sup>th</sup> to SE 15<sup>th</sup> is approximately 18 to 20 months to build the Road-Over-Rail structure – 1 lane each direction open
    - Potential for similar MOT setup when Pump Station on 112<sup>th</sup> was under construction – 1 lane each direction from SE 8<sup>th</sup> to Bellevue Way
    - Typical work hours along 112<sup>th</sup> are Mon.-Fri. from 7am to 6pm and Sat from 9am to 6pm
  - Bellevue Way
    - Generally refers to the constrained section north of the P&R to 112<sup>th</sup> Ave SE



- *Incentives in contract for South Bellevue Segment*
  - Memorandum of Understanding between City and Sound Transit provides for 16 months/reversible lane configuration on Bellevue Way but has a financial incentive for Sound Transit's contractor to reduce duration to 9 months. Another incentive is to reduce construction on Bellevue Way from 29 months to 22 months.
  - Sound Transit pays the incentive on top of the contract fees
  - City's goal is lessen the duration of roadway construction
- *Is there a HOV on Bellevue Way as part of the East Link project?* Yes, a center lane HOV facility will be built by Sound Transit from 112<sup>th</sup> Ave SE (across from the P&R) to I-90.
- *Is the City's Bellevue Way Southbound HOV Design Project a part of the South Bellevue East Link segment?* No. This project is currently in early design and is not funded for construction. If funded, construction will likely occur after East Link construction is complete.  
<http://www.bellevuewa.gov/bellevue-way-hov-lane.htm>
- *Are traffic impacts posted on the City's website?* Yes, they are posted every Friday on [http://www.ci.bellevue.wa.us/traffic\\_advisories.htm](http://www.ci.bellevue.wa.us/traffic_advisories.htm). Sign up for traffic advisory alerts here:  
[https://service.govdelivery.com/accounts/WABELLE/subscriber/new?topic\\_id=WABELLE\\_61](https://service.govdelivery.com/accounts/WABELLE/subscriber/new?topic_id=WABELLE_61)
- *Will there be landscaping on the road-over-rail portion?* Yes.
- *Readerboard signs would be helpful during construction.* Such signage regarding Bellevue Way closure will be required (to be placed) in downtown.

#### **IV. Follow-up items from 1st NTMC Meeting**

- Incentives to discourage drivers from using Bellevue Way
  - Signage as part of Traffic Control Plan
  - Employer Transit Option programs are offered through Choose Your Way Bellevue Program ([www.chooseyourwaybellevue.org](http://www.chooseyourwaybellevue.org))
  - Construction messaging would include road closure and detour information; detours will not route motorists through neighborhoods
- Map Apps to route traffic away from neighborhoods
  - WAZE is owned by Google; real-time updates can be submitted by users (e.g. accident)
    - Experience in other communities is that users submit false info; which is usually detected by app maker and user is blocked

- Street classification per Google Maps
  - Typically honors turn restrictions (including time-based restrictions) (e.g. no left turn 4 to 6 p.m.)
  - Won't route drivers to/through "terminal" streets (e.g. dead ends)
  - Local Access Only signs: staff not able to determine if "map app" conveys that restriction
- Traffic Monitoring
  - Traffic Monitoring includes volume and speed data
    - conducted upon request by a neighborhood
    - conducted on arterial streets annually (same data, same locations)
    - conducted through signal system (detectors in roads)
  - Traffic Data Map 2014 (handout): Data is based on north/south bound traffic for a 24-hour period and is a Tues/Wed/Thurs average
  - Can break out data by peak hours (e.g. 7-9 a.m.; 4-6 p.m.)
  - Traffic volume is one of several factors that could demonstrate a need for a mitigation tool. Others include:
    - Speeds
    - Intersection queues
    - Enforcement
  - NTMC's scope includes proposed mitigation that can be implemented should traffic impacts worsen with East Link construction on Bellevue Way & 112<sup>th</sup> Ave SE
- Committee Member Comments
  - *NTMC should identify "points" for traffic monitoring*
  - *Demonstrated need for mitigation; can draw on past experiences such*
    - Impacts when tree fell on Bellevue Way
    - 112<sup>th</sup> Ave SE Utility work
  - *Desire to have a traffic engineer present at next meeting, especially to talk about level of delay at intersections*
  - *Increased volumes are key concern*
  - *Considering the data in Enatai is two years old, there appears to be a data gap*

## V. *Good of the order*

- Set 3<sup>rd</sup> meeting soon after July 4
  - Beaux Arts Village Council meetings are held the 2<sup>nd</sup> Tues/month
    - [Follow Up: Doodle poll for Meeting #3 and #4 sent 6/23](#)
- Staff to provide information on transportation demand management programs

- Follow Up: Email sent to members 6/23
- Staff to provide information on “demonstrated need” indicators