Discouraging cut-through traffic during East Link construction

The number one goal of the Neighborhood Traffic Mitigation Committee is to discourage cut-through traffic through South Bellevue neighborhoods during East Link construction.

There are several tools that can help to achieve this goal. Any traffic mitigation tool comes with tradeoffs that can impact both commuters and residents alike. Their appropriateness can depend on:

- impacts to residents' travel times
- increased noise
- effectiveness of enforcement
- impact to overall roadway network
- emergency response times
- bus service
- bicycle access

Generally, the more restrictive a tool is, the more tradeoffs associated with that tool.

radar signs

The basic function of the stationary radar sign is to provide a dynamic speed display (increasing and decreasing) to the driver of a passing vehicle to encourage the motorist to reduce vehicle speeds if necessary.

Does little to discourage cut-through traffic

speed hump

A speed hump is a raised area of roadway approximately 3 inches in height with a travel length of 12 or 22 feet. They are different from the more severe speed bumps that you may find in parking lots. Speed humps reduce vehicle speeds and create delay for motorists.

Limited impact on cut-through traffic, significant impact to emergency response vehicles, school bus or transit route, potential noise impacts from motorists traversing the speed hump,

local access only signs

Local access only signs are placed at entrances to neighborhood streets that communicate the street should be traveled by those who have a destination within the immediate area. Drivers who are going 'through' to the next arterial street must instead take another route.

Extremely difficult to enforce

one lane zone/chicane

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. Slow points are curb extensions that narrow a roadway, sometimes allowing only one car at a time to pass. This creates delay for motorists and can reduce cut-through traffic as a result.

Moderate impact to emergency response, may restrict parking

access restrictions

Access restrictions prohibit ALL traffic from traveling on a street through the use of signage at intersections where heavily traveled roads meet less traveled roads.

Requires strong enforcement component, limits access to ALL motorists (commuters and local residents alike), could relocate issue to other streets

partial closure

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.

May restrict parking, impacts to emergency response vehicles, compliance a concern, limits access to ALL motorists (commuters and local residents alike), could relocate issue to other streets

full closure

A full closure physically closes a roadway in a neighborhood and is considered the most restrictive and severe form of traffic calming. These installations eliminate or reroute cut-through traffic but come with significant trade-offs for residents including increased travel time to and from their homes.

Impact to emergency response, limits access to ALL motorists (commuters and local residents alike), could relocate issue to other streets

Least restrictive → **Most restrictive**