

Woodridge Neighborhood Traffic Committee Meeting #2 —Summary

Meeting date: Wednesday, August 23, 2017, 6:30 p.m. - 8:00 p.m.

Meeting location: Bellevue City Hall, 450 110th Avenue NE, Bellevue, WA 98004

Goal of meeting:

Continue discussion from Meeting #1 and have Woodridge Traffic Committee members discuss with Transportation Department to develop initial ideas to address traffic concerns

Agenda:

- 6:30: Check-in
- 6:40: Recap meeting #1
- 6:55: Background on past examples of addressing commuter traffic in Bellevue
- 7:10: Begin small group exercise of brainstorming possible tools that can be used at specific location in Woodridge to address commuter traffic
- 7:40: Groups will share with the rest of the committee their ideas
- 8:00: Meeting adjourned

Why this meeting was held:

- Did not finish presentation from Meeting #1 or start small group exercise

Attendance:

- There were 10 committee members representing Woodridge that attended the meeting. Attendance designated with checkmark.

- Thomas Andrew
- ✓ Mark Dodrill
- Jeff Ginsberg
- ✓ Trevor Heringer
- ✓ Erin Kenway
- ✓ Becky Lawson
- ✓ Wolf Loera
- ✓ Karen Long
- ✓ Sandy Nicholls
- ✓ Dave Osmer
- ✓ Baker Rawlings
- Mat Rocha
- Rich Siegel
- Sharon Stedman
- Ryan Terry
- ✓ Melody Thomas



- Representatives from the city included:
 - John Murphy, Neighborhood Traffic Safety Services, Transportation Department
 - Andrew Kyrios, Neighborhood Traffic Safety Services, Transportation Department

Meeting notes:

- The presentation for the August 23rd meeting can be found here: https://transportation.bellevuewa.gov/UserFiles/Servers/Server_4779004/File/Transportation/Publications/Woodridge2017-TC2Presentation.pdf
- Associate Planner John Murphy began the meeting by highlighting points from Meeting #1 and explaining the agenda for the current meeting:
 - The scope of the project is to develop tools that will discourage commuter traffic from using neighborhood streets. The focus will be on the evening commuter traffic volume on the primary routes through Woodridge. Since the issue is generally confined to the evening commute a few days a week, any developed tool to address the issue should still be appropriate to exist during all other times and days of the week.
 - The concentration for developing tools should be on improving neighborhood livability
 - Although commuter traffic can pose safety issues such as speeding, the concerns of the community have primarily been on negative impacts excess volume can cause
 - Developed tools could overlap to address multiple issues
 - There are 1500+ households in Woodridge
 - Lots of angst
 - Process will be iterative and holistic
 - Brainstormed ideas will likely have similarities and differences among one another
- A committee member inquired on the effect Sound Transit's Light Rail will have on the community, and possibly in developing tools
 - Sound Transit 3 (ST3) has a planned stop for Factoria/Richards Road
 - Estimated completion date: 2041
 - Consideration in address the commuter issue will not be reliant on ST3
 - East Link construction is providing great opportunities to continue our partnership with Sound Transit in planning and constructing light rail in Bellevue
- A committee member inquired why the primary route on Woodridge map is bolded
 - The road is classified as a collector arterial
 - Meant to carry traffic within the neighborhood to more major streets outside the neighborhood
 - There are no plans to re-design Richards Rd
- A committee member inquired about the planned business to be constructed at the bottom of the hill on 121st Ave SE
 - Committee member mentioned the business spent money to conduct traffic studies before the site was approved



- Transportation staff were unaware on what traffic data was used for the traffic analysis for the Holmgren development project proposed for under the Woodridge trestle (SE 9th St). Staff will coordinate with the Land Use Planner assigned to this project to let them know we have more recent traffic data.
- A committee member inquired for greater clarification on the dates the Transportation Department's traffic studies were conducted
 - Volume studies were conducted from Sunday, May 7 to Saturday, May 20
 - Turn Movement Count studies which utilized cameras were conducted on Monday, May 15, Wednesday, May 17, and Wednesday, May 18
 - The consultant used to conduct the studies need the cameras on Tuesday, May 16 which is why there was a break in the study
- John introduced the gist of the mapping exercise:
 - Committee members will be placed into groups and will mark up on a large map where tools should be implemented to address the commuter traffic
 - For the purposes of the exercise, all ideas will be encouraged
 - Transportation staff will review the recommendations and will designate which ideas are feasible
 - Staff will explain their initial recommendations based on what they gathered and analyzed
 - Committee members will share their thoughts on staff's recommendation
 - This will likely be an iterative process between committee members and staff
- A committee member inquired about their concerns with speeding in the neighborhood:
 - Speeding is a constant concern faced all over Bellevue
 - Projects have been completed in Woodridge to handle the concern including:
 - Speed humps on 123rd Ave SE, 128th Ave SE
 - Medians, curb extensions, and traffic circle on 123rd SE south of SE 20th PI
 - Red centerline on 121st Ave SE
 - Upcoming permanent radar sign adjacent to Woodridge Swim Club
 - The scope of the project is on addressing the volume caused by commuter traffic
 - Tools that address volume could possibly address speed as well
- A committee member reminded everyone the traffic volume coming east (from Richards Rd) to west should not be overlooked
- John reminded everyone traffic has been picking up the past few years:
 - More people are moving, and especially, working in Bellevue
 - People are primarily still relying on driving alone opposed to carpooling, taking the bus, walking, or biking
 - The Woodridge commuter traffic problem is unprecedented due to the neighborhood's size and geography
 - There are over 5,000 people that live in the neighborhood and only 4 entrances into the neighborhood and 5 ways to exit
- A committee member inquired if there is a difference between cut-through vs. commuter traffic



- Not really
- Traffic study data cannot distinguish resident traffic from other causes of traffic
 - Staff use their best judgment on approximating the amount traffic that is not resident traffic
- John outlined how commuter traffic is normally addressed:
 - Look at the least restrictive tools first, then the more restrictive tools
 - For most tools, implementation is dependent on community support
 - A ballot asking for a tool's approval would be mailed to the community
 - Amount needed for approval depends on the tool (see [Residential Traffic Guidebook](#))
- John began going over past examples in Bellevue on how commuter traffic was addressed
 - Bellecrest neighborhood (west of Downtown)
 - Turn restriction was placed at the 108th Ave & Main St intersection which made it illegal to enter the neighborhood by driving straight through Main St
 - The restriction is enforced by Police. There is about a 90% - 95% compliance to the turn restriction. The most common violators are residents who live in the neighborhood (they still receive a ticket)
 - Lake Hills – 152nd/154th Ave SE (behind Wal-Mart)
 - Construction of a Wal-Mart increased cut-through traffic
 - 7 speed humps were installed to discourage cut-through traffic
 - West Bellevue – SE 6th/8th Sts
 - Narrowed the road by creating a walking path
 - Installed a chicane to slow drivers down
 - West Bellevue – 100th and NE 4th ST (West of Bellevue Square Mall)
 - Concern of Bellevue Square traffic entering the neighborhood
 - A curb extension and “Do Not Enter” sign was installed at the street's the entrance/exit.
 - Known as partial closure, this meant vehicles could only leave the neighborhood street and not enter the neighborhood at that specific location.
 - Residents would have to access the neighborhood from a different entrance
 - West Bellevue – NE 4th St and NE 5th St
 - Cut-through traffic became a concern
 - A full closure was implemented in which a barrier was installed preventing vehicles from entering or exiting the street from that intersection. It essentially made the street a cul-de-sac.
 - A committee member inquired about of the use of a chicane to address commuter traffic
 - Could be used, but is dependent on the street
 - A committee member asked for confirmation that emergency vehicles are not affected by turn restrictions and partial closures



- Correct, emergency vehicles are exempt from following the restrictions. Of course, they still have to deal with implementations that affect the physical roadway like speed humps and full closures
 - Staff work closely with emergency personnel on traffic projects that may impact the time it takes to respond to emergency calls
 - A committee member inquired if the City ever reverse decisions after they have been implemented
 - Not usually, great planning and analysis is done to make sure a decision is appropriate
 - Some tools can be piloted
- John addressed the City's policy on "Local Access Signs":
 - They are generally not used in Bellevue
 - Are being used in West Bellevue in coordination with East Link construction
 - Not supported by Police due to the difficulty in enforcing
 - They do not influence navigation apps' routing
 - Overall, they are not super effective and can create unreasonable expectations
- Committee members were split into three groups to and were asked to brainstorm possible tools that can be used at specific locations to address commuter traffic.
- Each group shared with the rest of the committee their ideas.
- Committee members were to note their availability for the next meeting (tentatively scheduled in 3-4 weeks) via a Doodle poll that John will send out

