

**January 10, 2017**

**Neighborhood Traffic Mitigation Committee Meeting (#7)**

**5:30-7:00 pm, City Hall 1E-119**

**Staff Liaisons:**

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

**Neighborhood Traffic Mitigation Committee:**

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

**Agenda:**

- 1) Acknowledge recent resident emails (McMaster, Summers, Gese)
- 2) Revised draft plan goals
- 3) Update on placard system
- 4) Results from recent data collection effort
- 5) Plan for ongoing traffic monitoring
- 6) Firming up revised draft plan
- 7) Outreach on refined plan
- 8) Next meeting

## Jensen, Marie

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**From:** Murphy, John  
**Sent:** Tuesday, January 03, 2017 10:52 AM  
**To:** Halina McMaster  
**Cc:** Jensen, Marie  
**Subject:** RE: East Link Questions - Surrey Downs

Hi Halina,

Thank you for your follow-up questions. Please don't hesitate to contact me should you need additional clarification.

1. What specifically are the traffic calming measures being considered for my street (109th Ave SE)? I saw reference to "traffic calming measures" but other than the potential construction of sidewalks, I didn't see anything specific.

At this point, there are not any specific traffic calming measures considered for 109<sup>th</sup> Ave SE. As mentioned, a traffic safety project on 109<sup>th</sup> Ave SE is on Neighborhood Traffic Safety Services' workplan for 2017; that project could include traffic calming measures but they haven't been decided on yet. Traffic calming projects heavily rely on feedback from the community to determine what sorts of measures are appropriate and desired by the wider neighborhood. Additionally, many traffic calming measures (e.g. speed humps) require additional support—in the form of community ballots or seeking adjacent property support—to implement. Therefore, the specifics of what these measures will be determined at a later date once the project is scoped and considers feedback from the wider community. My colleague, Vangie Garcia, is the project manager identified to lead the 109<sup>th</sup> Ave SE traffic safety project and will be sending out information to the community later this year.

2. The traffic has changed already with the closing of the SE 1st street entrance to the neighborhood. Is the city considering implementing traffic calming measures now vs. waiting until the construction is completed? What comes of the 109<sup>th</sup> Ave SE traffic safety project will likely occur while East Link construction is underway opposed to after construction is complete. The strategies identified in the East Main Station Area Planning report reflect fairly high-level values of the community and is a planning document intended to inform—but not rigidly stipulate—additional design, engineering, and implementation efforts. As I mentioned in my original email, there was no dedicated funding mechanism associated with the strategies identified in the East Main Station Area Plan. Therefore, other strategies may take longer to implement and thus may be implemented after East Link construction is complete. Further, the East Main Station Area Plan was intended to develop strategies aimed at integrating the East Main Station into the neighborhood once light rail is operational (which is expected to occur in 2023) as opposed to when construction is underway.

3. If sidewalks are constructed on our street, will the street be narrowed to accommodate this or will some of our property be used for this? When would this be determined?

Sidewalks typically don't require the street to be narrowed. Generally, sidewalk construction occurs within city-owned right of way. For example, near your home, while the street is roughly 30 feet wide, the city-owned right of way extends for an additional 15 feet on either side of the street making for 60 feet of right of way. This amount of right of way is common throughout Bellevue and usually sufficient for sidewalk construction. That said, there are instances where right of way is constrained and easements need to be obtained to build a sidewalk if the sidewalk footprint encroaches on private property. The exact footprint of the sidewalk is often determined by available right of way, budget, community feedback, desired project

outcome, and other variables. If and when a sidewalk is considered on 109<sup>th</sup> Ave SE and allocated a project budget, then these types of decisions will be made.



Thanks,  
John

**JOHN MURPHY** | Associate Planner

City of Bellevue | Transportation Department | Neighborhood Traffic Safety Services  
450 110<sup>th</sup> Ave NE | Bellevue, WA 98009  
O: 425-452-6967 | <http://www.bellevuewa.gov>

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**From:** Halina McMaster [mailto:~~halina.mcmaster@bellevuewa.gov~~]  
**Sent:** Friday, December 30, 2016 8:14 AM  
**To:** Jensen, Marie <MJensen@bellevuewa.gov>  
**Cc:** Murphy, John <JMurphy@bellevuewa.gov>  
**Subject:** Re: East Link Questions - Surrey Downs

Thanks very much for the detailed reply. While most of the study seems to have focused on 108th, 112th and roads outside of our neighborhood, I did see some mention of measures within the neighborhood itself. A few follow-on questions:

1. What specifically are the traffic calming measures being considered for my street (109th Ave SE)? I saw reference to "traffic calming measures" but other than the potential construction of sidewalks, I didn't see anything specific.

of construction of the South Bellevue East Link segment. If you don't already, you might want to subscribe to Sound Transit's construction alerts/project updates at [www.soundtransit.org/subscribe-to-alerts](http://www.soundtransit.org/subscribe-to-alerts).

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[www.soundtransit.org](http://www.soundtransit.org)

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I appreciate your contacting me. I've copied John on this reply should you have further questions specific to neighborhood traffic.

Sincerely,

*Marie Jensen*

East Link Outreach and Community Relations Lead  
City of Bellevue Transportation Department  
425-452-2064

Learn more about the East Link Light Rail in Bellevue:  
[City of Bellevue webpage](#) | [Subscribe to City Updates](#)  
[Sound Transit webpage](#) | [Subscribe to East Link Construction Updates](#)

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**From:** Halina McMaster [mailto:~~halina.mcmaster@cityofbellevue.gov~~]

**Sent:** Wednesday, December 28, 2016 9:08 AM

**To:** Jensen, Marie <MJensen@bellevuewa.gov>

**Subject:** East Link Questions - Surrey Downs

Hello Marie,

I got your contact information from [dshinoda@bellevuewa.gov](mailto:dshinoda@bellevuewa.gov). I'm a Surrey Downs resident and have a few questions and concerns about traffic impacts due to the East Link light rail construction. For reference, I live at 215 109th Ave SE. Our home is at the corner of 109th and SE 2nd street near the entrance into Surrey Downs and at the north end of the neighborhood.

My questions and concerns follow:

1. Traffic increase and speeding: One of the entrances to the neighborhood (SE 1st and 112th) is now permanently closed due to the light rail construction. I heard from a neighbor that there are also plans to close the entrance at SE 4th and 112th. With the closure of the SE 1st and 112th entrance to the neighborhood, we are already seeing an increase of traffic near our home. There are no side walks in the

2. The traffic has changed already with the closing of the SE 1st street entrance to the neighborhood. Is the city considering implementing traffic calming measures now vs. waiting until the construction is completed?
3. If sidewalks are constructed on our street, will the street be narrowed to accommodate this or will some of our property be used for this? When would this be determined?

Thanks again,  
Halina

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**From:** MJensen@bellevuewa.gov <MJensen@bellevuewa.gov>  
**Sent:** Thursday, December 29, 2016 10:18 AM  
**To:** ~~XXXXXXXXXXXX~~  
**Cc:** JMurphy@bellevuewa.gov; MJensen@bellevuewa.gov  
**Subject:** RE: East Link Questions - Surrey Downs

Dear Halina,

Thank you for taking the time to send me your concerns and questions about traffic impacts due to East Link light rail being built in Bellevue – specifically the South Bellevue segment construction near your neighborhood.

The attachment provides some background and answers to your questions and was drafted by John Murphy, Associate Planner, Transportation Department. John was involved with the East Main Station Area Planning process and is currently working with me to support the efforts of the East Link Neighborhood Traffic Mitigation Committee (NTMC).

The NTMC formed this spring and developed a proposed plan intended to help mitigate traffic impacts once East Link construction occurs on Bellevue Way and 112<sup>th</sup> Ave. SE. Based upon feedback from residents of Surrey Downs, Enatai, Bellecrest and Beaux Arts Village, the Committee is refining its plan. The refined proposed plan will be presented to the community in the coming months.

For more about the NTMC, go to <http://bellevuewa.gov/12292.htm>. The Surrey Downs neighborhood has been represented on the Committee by Kerri Patterson and Ed Nugent.

East Link in Bellevue - South Bellevue Neighborhood ...

bellevuewa.gov

South Bellevue Neighborhood Traffic Mitigation Committee. Background With the construction of the South Bellevue East Link segment anticipated to begin in fall 2016 ...

You may be aware that the South Bellevue Park-and-Ride is anticipated to close as early as January 2017. Sound Transit is implementing its outreach plan to let commuters, neighbors and the public know about the start

neighborhood and cars come speeding down our street presumably to get to the south end or other parts of the neighborhood. It's been a little scary to cross the street to get my mail and to walk my dogs with the increase of speeding and traffic.

Question 1: were studies done to understand the traffic impacts caused by closing some entrances to the neighborhood?

Question 2: are there any plans to mitigate this situation? Speed bumps? Signs displaying speed and snapping pictures of offending vehicles? Increased patrolling? Construction of sidewalks in the neighborhood?

2. With the entrances on 112th closing, I need to enter the neighborhood to get home more often from 108th. Yet on Main and 108th, there is no left turn signal to get onto 108th. And traffic in downtown has increased markedly with the construction of so many new high rises. With more traffic on Main, sometimes I wait for multiple lights to make the left turn from Main onto 108th and get home.

Question 3: are there plans to implement a left turn signal at Main & 108th? Was this considered during traffic studies?

Question 4: in general, how is the city assessing the traffic impacts downtown as new construction and more residents and businesses come in? For example, the intersection at 8th and 116th near the hospital is a mess with the Chick-Filet restaurant. There is often traffic stopped waiting to get into the restaurant causing back ups onto 8th, causing people to stop short, etc. This seems really dangerous.

We are all for progress but are simply interested in maintaining safe standards of living in downtown. Thanks in advance for addressing these concerns!

Sincerely,  
Halina McMaster

**Question 1: Were studies done to understand the traffic impacts caused by closing some entrances to the neighborhood?**

Yes. This was done as part of the East Main Station Area Planning effort. A Citizen Advisory Committee (CAC) was appointed by the City Council to study neighborhood character, access, connections and zoning as they relate to the East Main light rail station.

A presentation on what happens to traffic volumes as a result of SE 1<sup>st</sup> St and SE 4<sup>th</sup> St closing was presented to the East Main CAC on May 26, 2015.  
([http://www.ci.bellevue.wa.us/pdf/PCD/2015-May-26\\_Traffic\\_Analysis.pdf](http://www.ci.bellevue.wa.us/pdf/PCD/2015-May-26_Traffic_Analysis.pdf)).

The goal of sharing this information with the CAC was to help inform its recommendations that specifically focused on some of the issues you point to: loss of access, lack of pedestrian facilities, etc. In fact, in the final plan ([http://www.ci.bellevue.wa.us/pdf/PCD/East\\_Main\\_Station\\_Area\\_Plan\\_Final.pdf](http://www.ci.bellevue.wa.us/pdf/PCD/East_Main_Station_Area_Plan_Final.pdf)), several of the strategies address your concerns. A few of the relevant strategies that the CAC recommended that address some of your concerns are highlighted below.

The station area planning process identified strategies to be implemented once the station was built. The East Main Station Area Plan doesn't contain any funding mechanism to actually implement the strategies. Rather, implementation will involve a complex and interrelated set of near-term City actions that will require further deliberation by City Boards and Commissions, the City Council and the public. In the longer term, implementing this Plan will require a combination of private redevelopment and public improvements and a commitment to the recommended vision.

## Pedestrian/Bicycle Access

### STRATEGIES

- 1 Complete projects identified as high priority in Pedestrian and Bicycle Plan in and near the station area, including:
  - 114<sup>th</sup> Avenue SE bike lanes (\*B-127 E&W)
  - SE 8<sup>th</sup> Street (114<sup>th</sup> Avenue SE to east of I-405) bike lanes (\*B-135 N)
  - Main Street off-street path on south side, Bellevue Way to 116<sup>th</sup> Avenue (\*O-121 S)
  - Lake Hills Connector off-street path (\*O-123 N)
  - SE 8<sup>th</sup> Street (112<sup>th</sup> to 114<sup>th</sup> Avenues SE) off-street path on south side (\*O-130 S).
- 2 Install wayfinding—with travel times and distance—for people walking and biking to the stations and other major destinations.
- 3 Coordinate with Sound Transit to ensure multi-use path that connects the South Bellevue station to the East Main station includes wayfinding.
- 4 Evaluate the potential for marked crosswalks or other treatments to better highlight pedestrian crossings at SE 2<sup>nd</sup> Street and SE 11<sup>th</sup> Street from existing sidewalk that leads out of these streets to the existing sidewalk on the west side of 108<sup>th</sup> Avenue SE.
- 5 Develop and implement pedestrian and bicycle safety improvements along the entire Main Street corridor between Bellevue Way and 116<sup>th</sup> Avenue.
- 6 Install sidewalk on at least one side of SE 16<sup>th</sup> Street from Bellevue Way to 108<sup>th</sup> Avenue SE.
- 7 Install sidewalks to fill gaps and improve safety on:
  - 110<sup>th</sup> Avenue NE from Main Street to NE 2<sup>nd</sup> Street
  - 110<sup>th</sup> Avenue SE from Main Street to SE 1<sup>st</sup> Street
  - SE 10<sup>th</sup> Street from 108<sup>th</sup> Avenue SE to Bellevue High School.
- 8 Install a crosswalk on Main Street for the east side of the intersection with 110<sup>th</sup> Avenue NE.
- 9 Conduct a planning level engineering study and cost estimate for constructing a pedestrian overpass or underpass of the light rail from the residential neighborhood to 112<sup>th</sup> Avenue SE in the vicinity of Surrey Downs Park and SE 6<sup>th</sup> Street. Follow-up with stakeholders on both sides of 112<sup>th</sup> Avenue SE to determine if there is sufficient support to include in the City's future capital projects budget.
- 10 Provide designated routes (e.g. walkways, sidewalks, and/or signage) through the Surrey Downs neighborhood along 109<sup>th</sup> Avenue SE, 111<sup>th</sup> Avenue SE, SE 2<sup>nd</sup>, 4<sup>th</sup> and 6<sup>th</sup> Streets that are safe, well-lighted, and attractive routes for pedestrians.



Traffic	
STRATEGIES	
1	Evaluate whether existing residential parking zone (RPZ) areas should be expanded or if a new RPZ should be created to cover the remainder of the Bellecrest and Surrey Downs neighborhoods to the south.
2	Evaluate day and hour restrictions of all RPZ areas in the Bellecrest and Surrey Downs neighborhoods to determine if they should be expanded.
3	Monitor pick-up/drop-off activity in the residential area once light rail is operational and implement restrictions as needed/supported by the neighborhood.
4	Enforce RPZ and other restrictions to ensure they are effective.
5	Update the city's traffic calming guidelines to lower the speed threshold for the implementation of traffic calming measures around light rail stations.
6	Continue to monitor and enforce access restrictions from downtown to 108th Avenue SE.
7	Continue to explore, and implement as appropriate, new technologies and best practices that discourage non-residential traffic from traveling from downtown through residential areas.
8	Coordinate additional traffic calming measures for 108th Avenue SE with measures for 109th Avenue SE to discourage cut-through traffic and maintain safety on residential streets.
9	Evaluate the feasibility and trade-offs of modifications to the intersection of Main Street and 110th Avenue for the purposes of providing additional neighborhood access for residents, improving pedestrian safety, and discouraging non-residential traffic. Modifications to be evaluated may include, but are not limited to, realignment of 110th Avenue, a traffic signal with protected left turn movements, additional sidewalks, crosswalks and pedestrian signals.
10	Add a protected left turn signal phase for all legs of the Main Street and 108th Avenue SE intersection to facilitate residential neighborhood access while improving safety for people walking across Main Street and 108th Avenue SE. Evaluate concurrently with street traffic mitigation.
11	Implement a 20 mph school zone around Bellevue High School.

**Question 2: are there any plans to mitigate this situation? Speed bumps? Signs displaying speed and snapping pictures of offending vehicles? Increased patrolling? Construction of sidewalks in the neighborhood?**

*Although there isn't dedicated funding, some of the East Main Station Area Plan strategies either have been implemented or are in the works to be implemented. For example, crosswalks across 108<sup>th</sup> at SE 2<sup>nd</sup> and SE 11<sup>th</sup> are planned when 108<sup>th</sup> is re-paved next year. Additionally, the city's traffic calming guidelines for speed thresholds have been lowered. This means that the*

*speed at which we can implement traffic calming elements (such as speed humps) is lower than other residential areas outside of light rail station areas. One of the primary metrics we use to evaluate the potential for traffic calming elements is the 85<sup>th</sup> percentile speed of vehicles. The 85<sup>th</sup> percentile speed means that 85% of all vehicles are traveling at or below this speed. Further, a project to improve the pedestrian environment and/or reduce vehicle speeds on 109<sup>th</sup> Ave SE is on Neighborhood Traffic Safety Services' workplan for 2017.*

**Question 3: are there plans to implement a left turn signal at Main & 108th? Was this considered during traffic studies?**

*As described in Question 1, the East Main Station Area Plan CAC did recommend adding a protected left turn signal phase at 108<sup>th</sup>/Main St. Further, the East Link Neighborhood Traffic Mitigation Committee has been working to minimize the impact increased traffic on residential streets during East Link construction. The NTMC supports the CAC's recommendation for the protected left turn signal phase. Its implementation feasibility is currently being evaluated by the City's Signal Engineers.*

**Question 4: in general, how is the city assessing the traffic impacts downtown as new construction and more residents and businesses come in? For example, the intersection at 8th and 116th near the hospital is a mess with the Chick-Filet restaurant. There is often traffic stopped waiting to get into the restaurant causing back ups onto 8th, causing people to stop short, etc. This seems really dangerous.**

*For any new development expected to add more than 30 new PM peak trips, the City requires that a traffic impact analysis be conducted. The traffic impact analysis looks at how that development will impact the transportation infrastructure in short-, mid-, and long-term horizons. Depending on the impacts, certain mitigation measures may be required. Each project is different but does go through a thorough review by our Development Review engineers and often our Traffic Modeling group.*

*The East Link Light Rail Project, ultimately, will provide service for 50,000 daily riders between Redmond and downtown Seattle. Light rail means an additional travel option for those not wanting or able to drive and will provide a predictable travel time along a corridor (SR 520/I-405/I-90) that features highly unpredictable travel time for both buses and cars. For example, travel time from Downtown Bellevue to Mercer Island is expected to take 10 minutes on East Link and travel from the East Main station to Capitol Hill will take 21 minutes.*

**Jensen, Marie**

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**From:** Jensen, Marie  
**Sent:** Tuesday, January 03, 2017 1:00 PM  
**To:** 'Summers, Karen F'  
**Cc:** Murphy, John  
**Subject:** RE: final traffic mitigation plan for Enatai neighborhood

Hi Karen

Thanks for the follow up email. The Neighborhood Traffic Mitigation Committee (NTMC) did consider the extensive feedback received on the draft plan and continues its discussions on refinements to the plan. Once the refinements are determined, there will be an opportunity for the residents of Surrey Downs, Enatai, Bellecrest & Beaux Arts Village to provide input. The Committee meets again next week. A summary of that meeting will be posted to the [NTMC webpage](#) and an update will be sent out to the [City's East Link Subscriber list](#).

Sincerely,  
Marie Jensen

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**From:** Summers, Karen F [mailto:~~KFSummers@bellevuewa.gov~~]  
**Sent:** Tuesday, January 03, 2017 12:44 PM  
**To:** Jensen, Marie <MJensen@bellevuewa.gov>  
**Subject:** final traffic mitigation plan for Enatai neighborhood

Marie,

I have looked at the east link website to see if there was any information regarding a final decision related to the traffic mitigation for Enatai neighborhood. The last I heard was that the neighborhood taskforce was to consider the feedback they received following the meeting at City Hall, but I cannot find any final plan. Can you let me know if it has been decided and if so, where can I find it on the website. I am a concerned neighbor who lives in Enatai. Thanks so much for any assistance you can provide.

Karen

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**Jensen, Marie**

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**From:** Murphy, John  
**Sent:** Monday, November 28, 2016 2:40 PM  
**To:** [REDACTED]  
**Cc:** Jensen, Marie  
**Subject:** RE: Surrey Downs traffic issues/signs for local cars

Hello [REDACTED]

Thank you for following-up.

I can appreciate your concerns about feeling trapped by not only the closures in the Surrey Downs neighborhood but also with the proposed turn restrictions at 108<sup>th</sup> Ave SE and Bellevue Way. I would like to provide you with an update of the work the Neighborhood Traffic Mitigation Committee (NTMC).

As you may be aware, the NTMC is a group of 11 volunteers from the Bellecrest, Enatai, and Surrey Downs neighborhoods and Beaux Arts Village who have been working staff to develop a plan that would address the potential for increased traffic on neighborhood streets as a result of East Link Construction on Bellevue Way and 112<sup>th</sup> Ave SE. The draft plan that was shared with community members in September (which I'm assuming you saw and thus prompted you to call and write email). The plan included several turn restrictions (e.g. no left turn from southbound 108<sup>th</sup> Ave SE to southbound Bellevue Way from 4-7 pm or no right turn from northbound 112<sup>th</sup> Ave SE to southbound Bellevue Way from 4-7 pm) and garnered a lot of interest from the community. The intent of sharing with the community was to get feedback and—based on that feedback—adjust the draft plan accordingly to better reflect the community sentiment. Reaction was strong in that a lot of respondents, especially from Enatai, felt like the turn restrictions would trap residents during the evening time. The Committee took that feedback to heart and is revising the plan in a way that relies less on restricting turns throughout the neighborhood areas and places a stronger emphasis on less restrictive measures (signage, reducing speed limit, directing traffic to freeway, etc.). Additionally, the Committee would like to rely more on ongoing data monitoring that provides a better understanding of how East Link construction is actually impacting neighborhood traffic. If dramatic increases are seen, they will consider layering on additional tools to less the potential for traffic.

The Committee is meeting again in January to further revise the plan. There will be additional opportunity for wider community feedback before any plan is actually implemented. Additionally, we will share your email with the Committee.

While the Committee developed the draft plan, much conversation centered around the notion of tradeoffs. For example, some tools in the draft plan were known to be a hindrance in terms of access but were included in the draft plan because of their effectiveness in discouraging commuter traffic from using neighborhood streets. Regardless of what plan is actually implemented, there will likely be some tradeoffs that residents will have to face. The East Link construction activity is complex and that is why we are working with a group of your own neighbors to develop a plan that meets the neighborhood's desires of lessening traffic potential while maintaining access to the highest degree possible.

Your idea of having residents procure placards that would allow them to make the turn has been suggested by many. While there is no local or national precedent for such a program (not to mention the significant logistical issues associated with administering and enforcing a placard program) staff continue to research whether that is a feasible approach.

Finally, I've met and spoken with many residents from Surrey Downs over the years about loss of access at SE 1<sup>st</sup> Pl and SE 4<sup>th</sup> St. While it is a substantial change for you getting to and from your home, exiting at 110<sup>th</sup> Ave SE onto eastbound Main St is still an option.

If you have any other questions, please let me know.

Thanks,  
John

**JOHN MURPHY** | Associate Planner

City of Bellevue | Transportation Department | Neighborhood Traffic Safety Services  
450 110<sup>th</sup> Ave NE | Bellevue, WA 98009  
O: 425-452-6967 | <http://www.bellevuewa.gov>

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**From:** Jensen, Marie  
**Sent:** Monday, November 28, 2016 7:58 AM  
**To:** [REDACTED]  
**Cc:** Murphy, John <JMurphy@bellevuewa.gov>  
**Subject:** Re: Surrey Downs traffic issues/signs for local cars

Dear Ms. [REDACTED]

Thank you for contacting me about your concerns. I've copied John Murphy, Neighborhood Traffic Safety Services, who can provide you a more detail status of the work of the Neighborhood Traffic Mitigation Committee.

Sincerely,  
Marie Jensen

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**From:** [REDACTED]  
**Sent:** Sunday, November 27, 2016 6:00 PM  
**To:** Jensen, Marie  
**Subject:** Surrey Downs traffic issues/signs for local cars

Marie,

I left you a voicemail months ago and never heard back. Please email me back right away, just to say you got this. Thanks!

I live in Surrey Downs. We bought the house in [REDACTED] school. I've been involved with the community...on [REDACTED] (was on the Curriculum committee for the first 3 years), etc.

I am writing because [REDACTED] have activities and other appointments each afternoon. Our doctor's office is in Factoria. So, we leave the Surrey Downs neighborhood via 4th Ave SE onto 112th or up 9th..to 108th and left onto Bellevue Way most days. We drive those routes between 2:45 and 5:15 p.m.

Sound Transit is closing SE 4th. So, we will be shifting to leave via 108 and turning left onto Bellevue Way for almost all of our activities...including if we need to go to the pediatrician's office.

We have heard that the city of Bellevue is thinking about making it illegal or not okay to turn left from 108th onto Bellevue Way between 4 and 7 p.m....cutting off our route. The other choice..is for us to continue up 108th and drive through Enatai neighborhood..which doesn't make sense. We don't want to be trapped in our neighborhood. We already lost 1st SE as an exit from the neighborhood..and now are losing SE 4th.

I understand the concern for cut through traffic...but it has to makes sense.

The only thing I can think of is to give we folks in the neighborhood things to hang from our rear view mirrors or signs to put on our dash boards to say we are from the hood so we can turn left...or just not limit it that way.

I am willing to talk to anyone in transportation, the city manager, council members, whomever... Please let me know what we can do to make it so community members can safely get to doctors appointments and activities smoothly (it will be difficult enough with the traffic problems Sound Transit adds).

Thank you for your time.

Warmly,