

January 10, 2017

Neighborhood Traffic Mitigation Committee Meeting (#7)

SUMMARY

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: Notes in attendance

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

Agenda:

- 1) **Recent correspondence** - Staff acknowledged recent emails (attached)
- 2) **Miscellaneous update: Residential Parking Zone (RPZ) #17** – In November, Council approved the potential for the city to initiate an RPZ (Zone #17) approximately one-half mile from the South Bellevue Park-and-Ride (P&R). The RPZ would be implemented if stated minimum parking guidelines are met and supported by residents—via a ballot—on the proposed designated streets per the Neighborhood Traffic Safety program.
- 3) **Committee reviewed the revised draft plan goals:**
 - Be less restrictive than original draft plan
 - Still discourage commuter traffic
 - Discourage speeding
 - Wait and see what (East Link construction) impacts are
- 4) **Update on placard system** – Challenges and benefits to implementing a placard system (i.e. residents would be exempt from signed turn restrictions creating easier egress for them while restricting non-local traffic) were discussed and recent policy from Transportation Department Director to not pursue such a system was shared with Committee. The decision

to not pursue a placard system is based upon:

- No local or national precedence in application or case law
- Placard system would be extremely difficult to administer and require additional resources
- Precedent setting for neighborhoods
- Enforcement requires substantial resources
- Could create unwanted and unexpected driver behavior
- May create jurisdictional challenges because Beaux Arts Village is its own municipal entity

Some Committee members expressed disappointment about the policy.

5) **Results from recent data collection effort** – Vehicle volumes from 10 locations and turning movement data collected from 7 intersections in November 2016 was shared. This data was compared to data collected in 2014 at same key points. Trends show:

- 108th Ave SE north of Bellevue Way: vehicle volumes on neighborhood streets increased
- Neighborhood streets south of Bellevue Way: vehicle volumes static
- Turning movement trends
 - 108th Ave SE north of Bellevue Way: southbound volumes increased during the afternoon commute, northbound volumes increased during the morning commute
 - South of Bellevue Way: generally static
- Given that there are only two years (2014 and 2016) when data were comprehensively collected, a trendline cannot be established or extrapolated to predict future vehicles volumes.

Staff reminded Committee that data collection is only one element of the whole picture when evaluating traffic mitigation tools. Other factors include community sentiment, impacts to emergency response, influence on roadway network, and more.

There was one anomaly in the data. The vehicles volumes recorded on 112th Ave SE between SE 34th St and Bellevue Way appear to show a drastic increase in 2016 from 2014. The reason for this increase is not due to changing roadway conditions but rather due to the location at which the study was conducted. In 2014, the study was conducted south SE 31st St whereas in 2016 the study was conducted north of SE 31st St. Therefore, the 2014 location failed to account for all the traffic that likely originated on neighborhood streets west of 112th Ave SE and thus, on the surface, appears to create a data discrepancy.

At the November meeting, Committee members present were comfortable removing the proposed PM turn restrictions at 112th Ave SE/Bellevue Way and 113th Ave SE/Bellevue Way (in original draft plan) and had asked for traffic data.

- 6) **Plan for ongoing traffic monitoring** – Staff proposed future data collection using in-pavement loop detectors, tube counts, and turning movement counts. The Committee was curious about East Link construction schedule. The schedule is not known at this time. Therefore, the exact or approximate date of P&R closure is not known. Committee interested in knowing construction milestones so to collect traffic data before, during and after major civil construction activities.
- 7) **Firming up revised draft plan** – While the Committee needs to finalize the revised draft plan, proposed elements include:
- “Residential Area: Local Access Only” signs (orange background/black text) will be installed at
 - 101st Ave SE south of Main St
 - 108th Ave SE south of Main St
 - 104th Ave SE south of Bellevue Way
 - 108th Ave SE and Bellevue Way (north and south of intersection)
 - Speed monitoring sign (stationary radar sign with loop detector that detects vehicle volumes on an ongoing basis) will be installed at
 - 108th Ave SE between Main St and Bellevue Way (both direction)
 - 108th Ave SE between Bellevue Way and SE 34th St
 - 113th Ave SE between SE 34th St and Bellevue Way
 - “No Access to Bellevue Way” sign installed at 108th Ave SE south of Main St
 - Morning and afternoon turn restrictions on 108th Ave SE north of Bellevue Way and at SE 16th St and Bellevue Way
 - Additional outreach to the wider community featuring the ability for residents to provide feedback
- 8) **Outreach on refined plan** – To discuss at next meeting
- 9) **Next meeting** – Committee prefers to meet once Sound Transit’s contractor’s schedule for E320/South Bellevue is known.