

## Woodridge Neighborhood Traffic Committee Meeting #1 —Summary

Meeting date: Wednesday, August 9, 2017, 6:30 p.m.-8:00 p.m.

Meeting location: Bellevue City Hall, 450 110<sup>th</sup> Avenue NE, Bellevue, WA 98004

### Goal of meeting:

Have Woodridge Traffic Committee members discuss with Transportation Department to develop initial ideas to address traffic concerns

### Agenda:

- 6:30: Check-in
- 6:40: Begin Presentation
- 6:45: Staff and committee member introductions
- 7:05: Background on Neighborhood Traffic Safety Services
- 7:20: Project scope and neighborhood context
- 7:35: Traffic study results
- 8:00: Meeting adjourned

### Why this meeting was held and what we heard from the community prior to the meeting:

- Concern about increased commuter traffic using Woodridge streets
- We've heard that traffic is...
  - Impacting neighborhood livability
  - Creating safety concerns
  - Making it difficult to get to/from homes
- Members of the Woodridge community were invited to participate in this committee
  - Due to space constraints, only a limited number of residents were able to be selected

### Attendance:

- There were 12 committee members representing Woodridge that attended the meeting. Attendance designated with checkmark.
  - ✓ Thomas Andrew
  - ✓ Mark Dodrill
  - ✓ Jeff Ginsberg
  - ✓ Trevor Heringer
  - Erin Kenway
  - ✓ Michael Kenway
  - ✓ Bekcy 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
  - Darek Jarzynski, Traffic Engineering, Transportation Department
  - Julie Ellenhorn, Neighborhood Outreach, Planning and Community Development

### Meeting notes:

- The presentation for the August 9 meeting can be found here:
  - [https://transportation.bellevuewa.gov/UserFiles/Servers/Server\\_4779004/File/Transportation/Publications/Woodridge2017-TC1Presentation.pdf](https://transportation.bellevuewa.gov/UserFiles/Servers/Server_4779004/File/Transportation/Publications/Woodridge2017-TC1Presentation.pdf)
- Associate Planner John Murphy began the meeting. He spoke about:
  - Woodridge Neighborhood Traffic Community Meeting on March 2 at the International School. That presentation can be found here:
    - [https://transportation.bellevuewa.gov/UserFiles/Servers/Server\\_4779004/File/Transportation/Publications/Woodridge2017-March2Presentation.pdf](https://transportation.bellevuewa.gov/UserFiles/Servers/Server_4779004/File/Transportation/Publications/Woodridge2017-March2Presentation.pdf)
  - Neighborhood Traffic Safety Services has received many calls and emails concerning evening traffic in Woodridge
    - Level of concerns have picked up the past year
  - Goal of the night is to address traffic concerns
    - All ideas are welcome
    - The residents of Woodridge are experts; they see the traffic every day
  - The committee was randomly formed while keeping in mind the importance of fairly represented the neighborhood geographically and demographically
    - The question regarding school-aged children was used on the Woodridge Traffic Committee survey so the committee could be represented by people of all ages and personal experiences.
- John had committee members participate in an “ice breaker” activity in order to get people to know each other better
  - Committee members took turns coming up to the whiteboard and writing how long they have lived in Woodridge and where they previously lived
    - Years members lived in Woodridge ranged from 2 to 34 years
    - Collectively, members have lived in Woodridge for 190 years
  - Members were asked to describe what they like about Woodridge. Responses included;
    - Location
    - Neighborhood
    - Neighbors
    - Affordable



- Elementary School and School District
    - Lots of grass and trees
  - Members were then asked to describe the issues with traffic in Woodridge; most, if not all, responses were associated with commuter traffic during the evening and included;
    - Road rage
    - Unsafe for children to be near street
    - Difficulty in entering/exiting home making one's commute time longer
    - Cars are speeding
    - Disrespect for the community
    - Many near-collisions
    - Drivers do not stop for pedestrians at crosswalks
- The discussion ended for time constraints, and John continued on with the presentation
  - Committee members are expected to communicate with their neighbors on the progress of the project
  - Staff will communicate via email to committee members, and will utilize the project website ( <https://transportation.bellevuewa.gov/projects/neighborhood-projects/woodridge-traffic/> ) and Nextdoor to communicate with all Woodridge residents
  - Neighborhood Traffic Safety Services (NTSS) works in neighborhood streets to discourage excessive speeds, minimize cut-through traffic, reduce overflow parking, and encourage walking and biking.
  - Divisions in the Transportation Department have completed previous projects in the neighborhood:
    - Speed humps
    - Centerline marking up the hill
    - SE 20<sup>th</sup> PI and 123<sup>rd</sup> SE intersection alignment
    - Sidewalks on 123<sup>rd</sup> Ave SE and 128<sup>th</sup> Ave SE
    - Traffic improvement on 123<sup>rd</sup> Ave SE south of SE 20<sup>th</sup> PI
    - Crosswalk by Woodridge Swim Club
    - Fresh pavement on 121<sup>st</sup>/123<sup>rd</sup>/128<sup>th</sup>
- Senior Transportation Engineer Darek Jarzynski briefly took over the presentation to talk about the intersection and crosswalks at 128<sup>th</sup> Ave SE and SE 26<sup>th</sup> PI
  - Marked crosswalks were installed on the north, east, and west side of the intersection in order improve pedestrian safety
  - The south side of the intersection does not have a marked crosswalk to make it not look like an all-way stop intersection
    - Currently, there are only stop signs on SE 26<sup>th</sup> PI, not on 128<sup>th</sup> Ave SE
  - Committee members expressed interest in turning this location into an all-way stop intersection (desire to install stop signs on 128<sup>th</sup> Ave SE)
    - Committee members felt that making the intersection an an-all way stop would improve the flow of traffic on SE 26<sup>th</sup> PI and make it easier for residents to enter/exit their homes



- Darek responded that the intersection had been evaluated two years ago, and at that time, an all-way stop intersection was not warranted because it did not meet engineering standards
  - Darek is committed in completing another full-analysis of the intersection with new traffic data to determine if the intersection is warranted to become an all-way stop
  - Drivers tend to ignore stop signs at intersections that are unwarranted for an all-way stop, which creates major safety concerns
- Regardless of the analysis, some committee members were still passionate about pursuing an all-way stop at the intersection and make the following comments:
  - Temporarily pilot an all-way stop
  - Drivers who go through an all-way stop are breaking the law
  - On some days, cars are already backed up on 128<sup>th</sup> Ave SE, so cars are already stopped anyway
- John brought up the point that the commuter traffic is not an all day, nor every day issue, and that it's valuable to consider the impact an all-way stop would have during all times of day
- Committee members brought up other ways to improve the intersection, such as making the crosswalk lighted
- Displayed map of collisions occurring in Woodridge from 1/1/14 to 2/24/17
- For time reasons, the conversation about the all-way stop had to end, and John continued on with the presentation
  - Committee members agreed 1 ½ to 2 hour meetings are a good length
    - 6:30 PM is a good start time
  - A permanent radar sign will be installed along northbound (downhill direction) 123<sup>rd</sup> Ave SE adjacent to Woodridge Swim Club and SE 13<sup>th</sup> St
    - A radar sign displays the speed a driver is going and is used to discourage drivers from speeding
    - Planned installation timeframe: fall 2017
  - A comment was brought up that the radar sign is not facing in the direction commuter traffic is traveling
    - John was unsure on the specifics on why the radar sign was only placed in the northbound direction and not the southbound as well, but said the selection and installation for a radar sign is unrelated to the commuter traffic project
  - Four residential area signs are going to be installed at each of the entrances to Woodridge
    - Planned installation timeframe; 4-6 weeks
  - The project scope was introduced and outlined the goal is to develop tools that will discourage commuter traffic from using neighborhood streets
    - Focus is on evening commuter traffic on primary routes through the neighborhood
    - Understand the problem is not all day nor every day



- Some committee members voiced the problem is every weekday during the evening, and that some days are worse than others - especially during the holidays
  - Timing of the project was established;
    - Spring 2017: community meeting held at International School
    - Summer 2017: form traffic committee, committees provide feedback to staff
    - Fall 2017: staff share recommendation with committee and finalize plan
    - Winter/spring 2018: gain community support, implementation
  - Neighborhood Traffic Safety Services (NTSS) has never addressed commuter traffic in a capacity as big as the Woodridge neighborhood
    - No bad ideas, but NTSS will say if something is feasible or not
    - Not a grid pattern street network makes it difficult
    - Any changes or impacts will affect all drivers – commuters and residents
    - There has to be great community support in order for implementation
  - Resident traffic in Woodridge is caused by;
    - 1500+ households
    - Elementary School
    - Curvilinear street pattern
    - 4 entrances and 5 exits
    - Close to Richards Rd, Factoria, and the I-90 freeway ramp
- Assistant Planner Andrew Kyrios took over the presentation to go over the results of the traffic studies (this portion of the presentation frequently referenced a map that was given to committee members)
  - Commuters are going through Woodridge because;
    - Congestion on freeways and main arterial streets
    - Navigation apps like Waze and Google Maps direct traffic to neighborhood
  - Nine volume studies was conducted from May 7-May 20 to measure the number of vehicles traveling over different locations
    - Traffic volume at a location was analyzed by averaging its daily mid-weekdays' volume.
    - Daily volumes from Tuesday, Wednesday, and Thursday are averaged to produce volumes because they tend to represent the most normal traffic volumes
    - As expected, the greatest amount of traffic is seen at the 121<sup>st</sup> Ave SE entrance and the SE 32<sup>nd</sup> St entrance; two key entrances/exits to the neighborhood
  - Volumes were further analyzed to be looked at by time of day and direction
    - Volumes are greatest in the evening traveling southbound
    - From 4-7 PM traveling southbound, volumes are greatest at the 121<sup>st</sup> Ave SE entrance, and notably, just south of the 128<sup>th</sup> Ave SE and SE 26<sup>th</sup> PI intersection
    - For locations along the southbound primary route, the daily mid-week 4-7PM average volume makes up between 40% to 50% of the entire days' worth of volume



- Six turn count studies were conducted on May 15, May 17, and May 18 from 3:00-7:00PM to measure how vehicles are turning at intersections
  - Averages of the three days were taken for all turn count results
  - Fairly even proportions on how cars are turning into the neighborhood at 121<sup>st</sup> Ave SE/SE 8<sup>th</sup> St intersection
  - The majority of drivers enter the SE 26<sup>th</sup> St/Richards Rd entrance by staying straight through Richards Rd
  - Majority of drivers both from 128<sup>th</sup> Ave SE Southbound and SE 26<sup>th</sup> PI westbound are going south at the 128<sup>th</sup> Ave SE/SE 26<sup>th</sup> PI intersection.
  - Majority of drivers exit to I-90 by turning left at the 128<sup>th</sup> Ave SE / SE 32<sup>nd</sup> St intersection
  - Majority of drivers traveling southbound on 128<sup>th</sup> Ave SE turned left—east—toward Richards Rd
- One video camera was installed at the intersection of 128<sup>th</sup> Ave SE / SE 32<sup>nd</sup> St looking north to observe the southbound queues that were occurring
  - Queues build up because cars traveling southbound on 128<sup>th</sup> Ave SE are unable to turn left due to queues on eastbound SE 32<sup>nd</sup> St
  - Additionally, queues on 128<sup>th</sup> Ave Se build because westbound SE 32<sup>nd</sup> St do not have to stop
- Due to time constraints, the presentation had to end for the night. The presentation will be continued in the next Traffic Committee meeting.
- Committee members were to note their availability for the next meeting (tentatively scheduled for the next few weeks) via a Doodle poll that John will send out

