

Woodridge Neighborhood Traffic Committee Meeting #4 —Summary

Meeting date: Tuesday, November 13, 2018, 6:00 p.m. - 7:30 p.m.

Meeting location: Woodridge Elementary School Library

Goal of meeting:

Review community feedback on turn restrictions and traffic study results to determine next steps for the pilot turn restrictions.

Agenda:

- Review community feedback received
- Conversation about committee experiences
- Traffic study analysis
- Next steps for pilot

(please reference the PowerPoint from this meeting for more information into what was discussed)

Attendance:

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

- Representatives from the City included:
 - John Murphy, Neighborhood Traffic Safety Services, Transportation Department

Meeting notes:

- Enforcement:
 - 22 visits logged (it's possible more visits were made but weren't logged)
 - Turn restrictions went live July 11 (20 weeks ago) so that a little more than 1 visit per week
 - Average visit time = 1 hr 10 min, 194 citations issued, many verbal and written warnings also provided.
- Links to various forms discussed during meeting:
 - Traffic Enforcement Request: <http://bellevuewa.gov/tsr>
 - Stationary Radar Sign Request: <https://transportation.bellevuewa.gov/safety-and-maintenance/traffic-safety/traffic-safety-request-forms/stationary-radar-sign-request->



[form](#) (we have already received several requests for *new* radar signs in Woodridge including: southbound 121st Ave SE—SE 8th St to SE 13th St, SE 20th Pl—123rd Ave SE to SE 22nd Pl, and SE 26th Pl—128th Ave SE to Richards Rd. These will be evaluated and prioritized for funding against all other requests in early 2020).

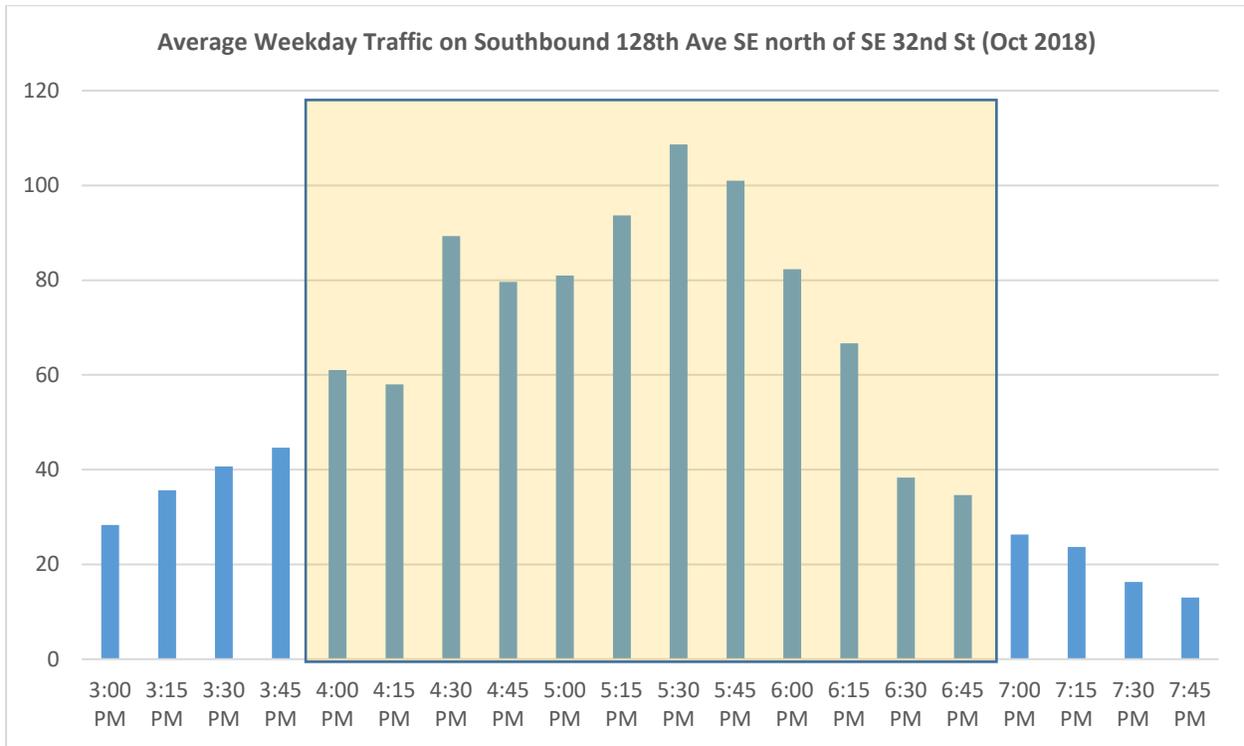
- Crossing Assessment: <https://transportation.bellevuewa.gov/safety-and-maintenance/traffic-safety/traffic-safety-request-forms/crossing-assessment-request> (the desire to have a [rapid rectangular flashing beacon](#) (video) at Woodridge pool has already been submitted to staff for evaluation as part of the city’s Crosswalk Program).
- Committee conversation regarding the pilot turn restrictions:
 - Traffic generally seems better
 - There are fewer left-turning vehicles from southbound 128th to eastbound SE 32nd so traffic on 128th is actually moving much better
 - Conversation on NextDoor mainly revolved around trying tools that were already discussed by the Committee and determined to not be feasible
 - Impression of more U-turns from southbound 128th Ave SE turning west on SE 32nd St and then U-turning to head back east toward Richards Rd (note: the data do not support a heavy increase in U-turning; see presentation for details).
 - There was consensus that traffic conditions have improved in the neighborhood and that the pilot should continue
 - The placards that say that the turn restriction begin in mid-July should be removed
 - Update: as of Friday, 11/15, they have been removed
 - Potential to adjust the time of the restrictions—see discussion below.
 - Desire to improve visibility of signs so when motorists are stopped at stop sign they can still see turn restriction signage
 - It was noted that a lot of the negative feedback was from people who didn’t attend the May 22 open house
 - More traffic from Kamber Rd is cutting through the neighborhood (note: traffic volumes have slightly ticked up pre/post pilot at this location)

SE 26th St west of Richards Rd			
	Before Pilot (May 2017)	After Pilot (Oct. 2018)	Change
Average Daily Traffic	3076	3267	+191
Westbound traffic during evening commute (4-7 PM)	780	848	+68



Adjusting the time of the restrictions:

There was discussion regarding whether we should shorten the length of the duration of the turn restriction from 4-7 pm to 4-6:30, for example. This would help to better facilitate residents existing the neighborhood (of course a loosening up of the restrictions opens up access to all motorists, not just residents). The chart below shows southbound traffic volumes (in 15 minute increments) on 128th Ave SE from 3-8 pm. Woodridge Elementary dismissed at 3:30 pm on M, T, Th, and F (W dismissal = 1:10 pm), The yellow box highlights the volumes from 4-7 pm, the current time of the restrictions.



By half hour increments between 4-7 pm, the 6:30-7:00 time period is time when the least amount of traffic is heading southbound on 128th Ave SE, carrying only 8% of the total traffic traveling southbound on 128th Ave SE between 4-7 pm.

Time	Vehicles	% of Total
4:00-4:30	119	13%
4:30-5:00	169	19%
5:00-5:30	175	20%
5:30-6:00	210	23%
6:00-6:30	149	17%
6:30-7:00	73	8%
TOTAL	894	100%



At the 128th Ave SE/SE 32nd St intersection, the following is a breakdown of how many vehicles are making a turn and to where (from 4-6 pm) before and after the pilot. Though the turn restrictions are from 4-7 pm, the 4-6 pm timeframe is used here because the after count only included that 2 hour timeframe. Overall, there is a significant reduction in left turns and overall volumes. The percent change for right turning vehicles is a little misleading as the before count was so low. It is expected that that more residents who live on/near SE 30th St are traveling to the 128th/32nd intersection to get home.

Southbound movements at 128th Ave SE at SE 32nd St Intersection (4-6 PM)				
	Left Turn (to Richards Rd) 	Straight (to freeway) 	Right-turn (west on SE 32nd St) 	Total
Pre-Pilot (May 2017)	597	344	17	958
<i>% of Intersection Movements</i>	62%	36%	2%	100%
Post-pilot (Oct 2018)	117	419	64	600
<i>% of Intersection Movements</i>	20%	70%	11%	100%
Change	-480	75	47	-358
<i>% change</i>	-80%	22%	276%	-37%

Staff recommendation: Traffic volumes day-to-day can be volatile and can fluctuate depending on numerous factors. The peak hour of traffic (i.e. when traffic is heaviest) in Woodridge is generally 5-6 pm or 5:15-6:15 pm. Given such fluctuations, there is potential for higher traffic volumes to extend past 6:30 on especially heavy days. Additionally, routing apps reflect the 4-7 pm time, motorists have come to expect the 4-7 pm timeframe, the time is consistent with other time-based turn restrictions in the city, and traffic volumes are generally down. **For these reasons, staff suggest keeping the existing timeframe but want to open up to the Committee for discussion.**

The following are topics that came up that will require additional communication from staff to you. When I have more information than what is listed below, staff will send out an update.

- **All-way stop analysis at 128th Ave SE/SE 32nd St:** transportation engineers will be using volumes from the October traffic volume study to determine whether an all-way stop is warranted at 128th Ave SE/SE 32nd (i.e. adding a stop to the westbound leg; southbound 128th Ave SE and eastbound SE 32nd St are currently stop-controlled). Staff will communicate the results of this analysis upon completion.
- As mentioned at previous meetings, there was a planned look at the **signal synchronization of Richards Rd** following the completion of the paving project. This is the status:
 - Staff spoke with one of our signal engineers and he said that he will start to dig into looking at the signal system from SE 32nd St to Lake Hills Connector in the coming weeks. He isn't sure what will come of this work but staff will communicate the results to all of



you once they are ready. The engineer noted that the ramp meter on I-90 westbound was previously only on about once a week but more recently, it's been on about every other day. This has resulted in increased congestion on Richards Rd.

- There was a desire to re-look at the **lighting at the 128th Ave SE/SE 32nd**. Following an earlier review of the lighting by engineering staff, it was previously determined that the lighting across 128th Ave SE meets city standards. Staff spoke with one of our engineers in charge of lighting and he is going to revisit the lighting infrastructure and saturation at this intersection. Following the evaluation, an update will be sent out.

Next steps:

- Staff will communicate to the wider Woodridge neighborhood—via a variety of channels—that following initial positive reductions in traffic volumes, the turn restrictions will remain in place until the end of June 2019 so additional evaluation can be conducted. At that point, with nearly a full year of experience, a more informed decision can be made regarding the future of the turn restrictions. It is expected that this information will be sent out in mid-December.

