



Woodridge Neighborhood Traffic Committee Meeting #3



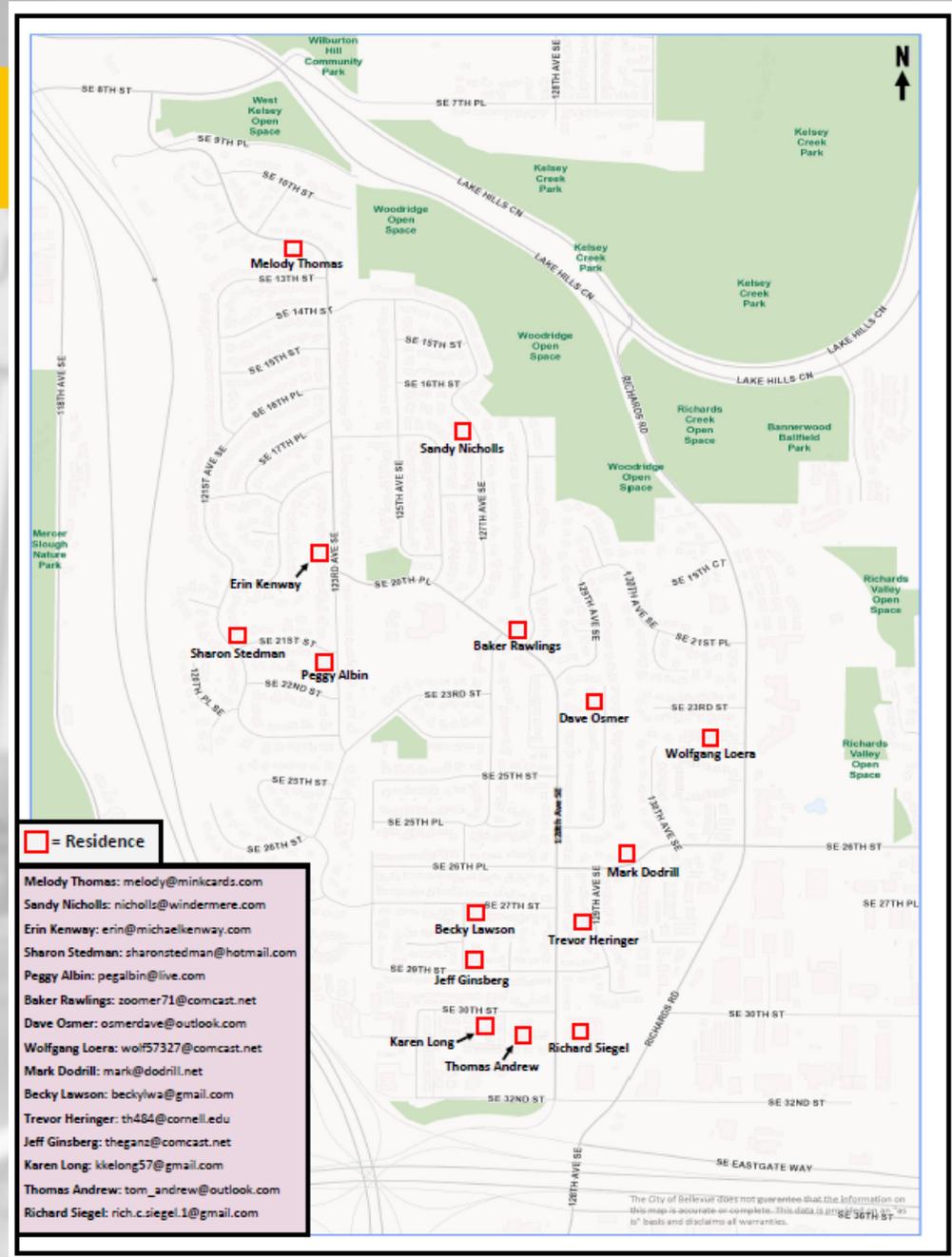
Wednesday, October 25, 2017
6:30-8:00 p.m.
Bellevue City Hall

Agenda

- New member
- Goal of meeting
- Recap of meetings
- Project updates
- Summary of committee plans
- Staff feedback
- Next steps

Traffic Committee Members

- One new member



Meeting Goal

- Refresh on Committee-suggested ideas to address commuter traffic (from meeting #2)
- Hear staff feedback on those ideas
- How we move forward

Timing

Spring 2017	Summer 2017	Fall 2017	Winter/Spring 2018
<ul style="list-style-type: none">• ✓ Pre-meeting survey• ✓ Community meeting	<ul style="list-style-type: none">• ✓ Kick-off traffic committee meeting• ✓ Staff make initial recommendation based on Committee feedback	<ul style="list-style-type: none">• Share recommendation with Committee• Finalize plan	<ul style="list-style-type: none">• Community support• Implementation

SPEED
BUMP



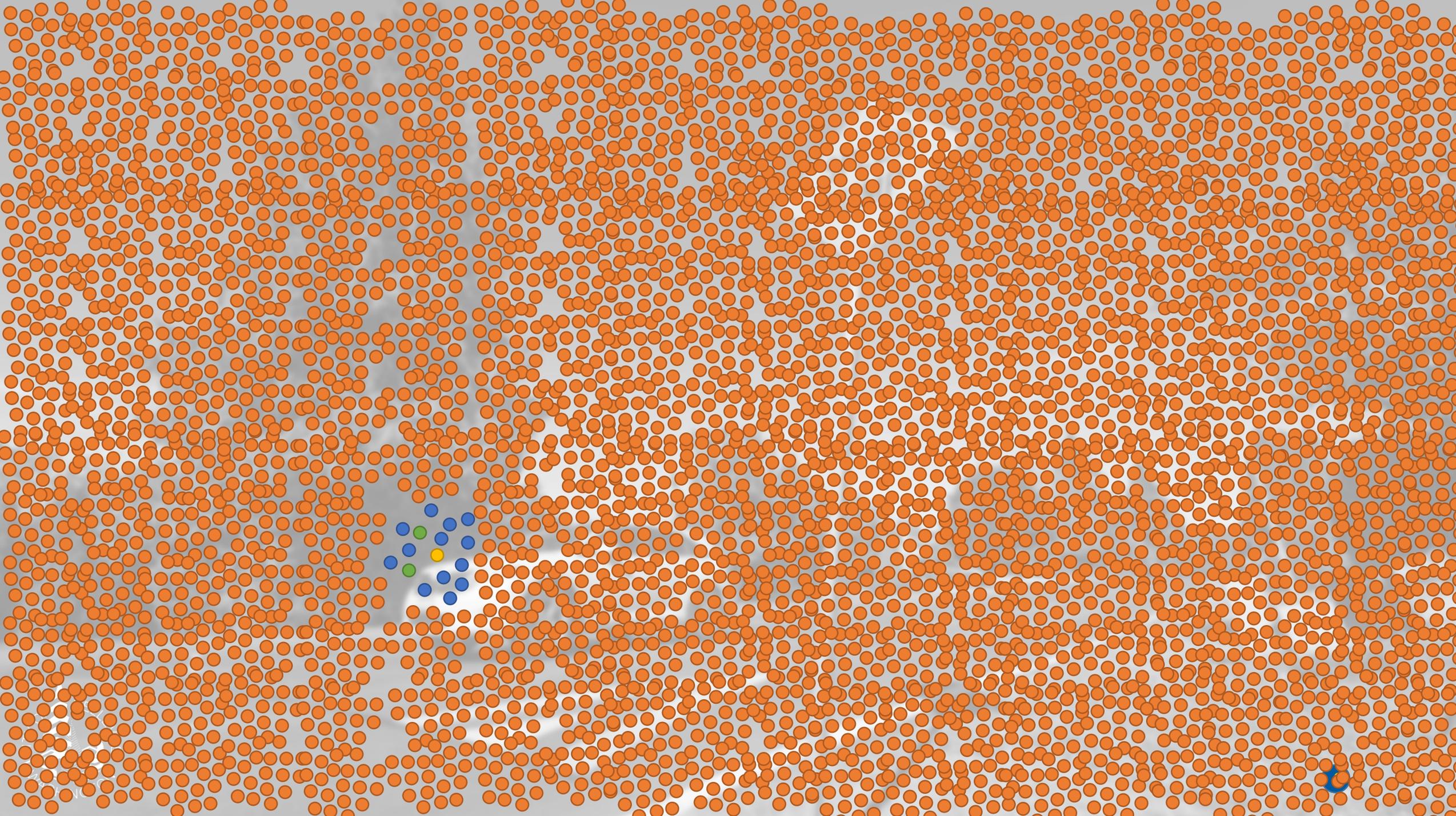
You





SPEED
BUMP





Project scope

- Develop tools that will **discourage commuter traffic** from using neighborhood streets
- Focused on **evening commuter traffic volume** on primary routes through neighborhood
- Not an all the time or every day problem; **confined to evening** commute a few days a week

Meeting 1 Recap

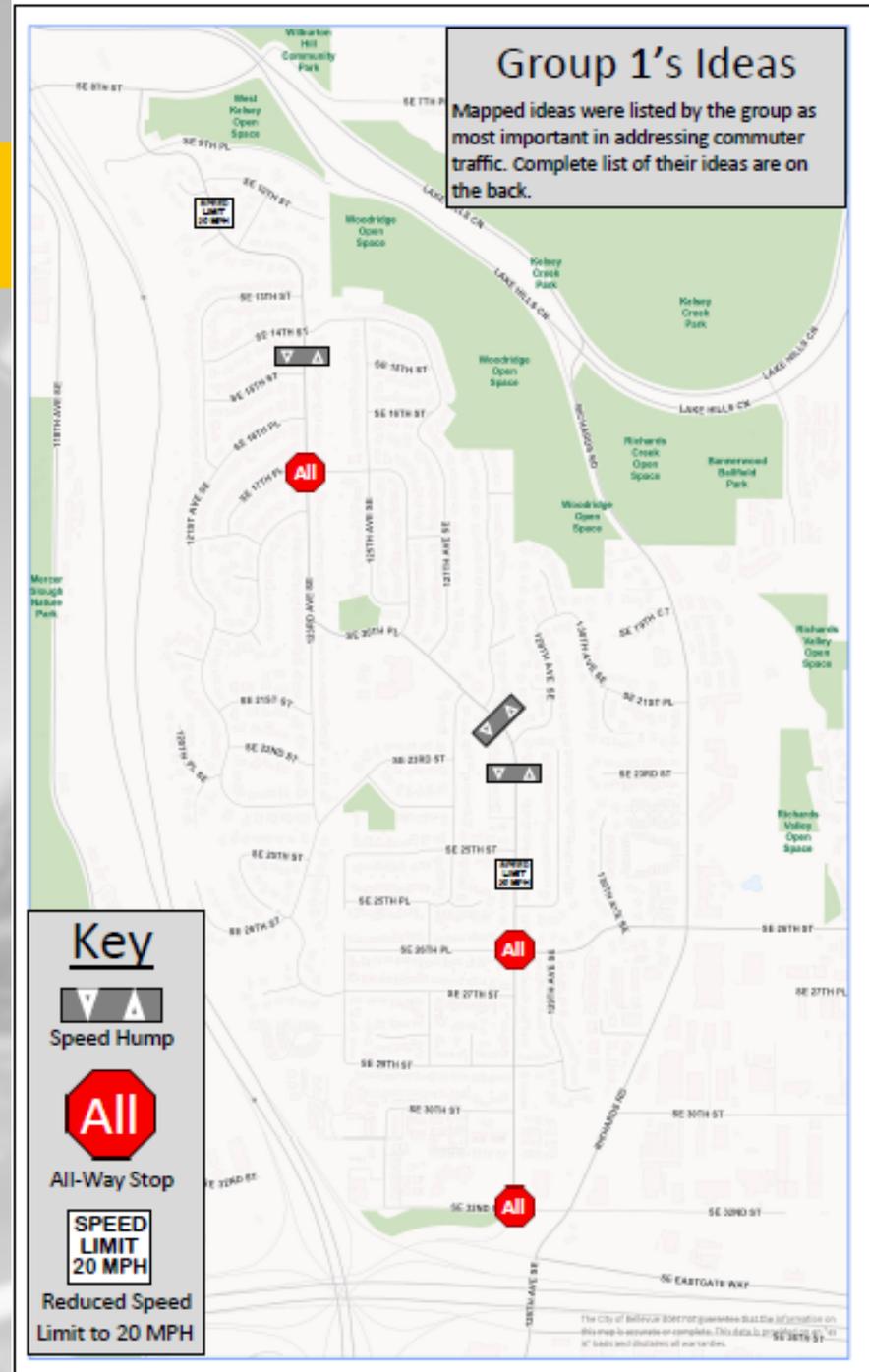
- Commuter traffic in Woodridge is a concern for many reasons
- Congestion on freeways /main arterials and routing apps like Waze and Google Maps increases commuter traffic
- Extensive traffic studies in May 2016 analyzed vehicle volumes and where motorists are turning at key intersections

Meeting 2 Recap

- Addressing commuter traffic has tradeoffs
 - Implementation often requires community support
- The City has addressed commuter traffic in the past, but never in a situation similar to Woodridge
- Committee members brainstormed ideas and locations where actions needed to be done to address commuter traffic

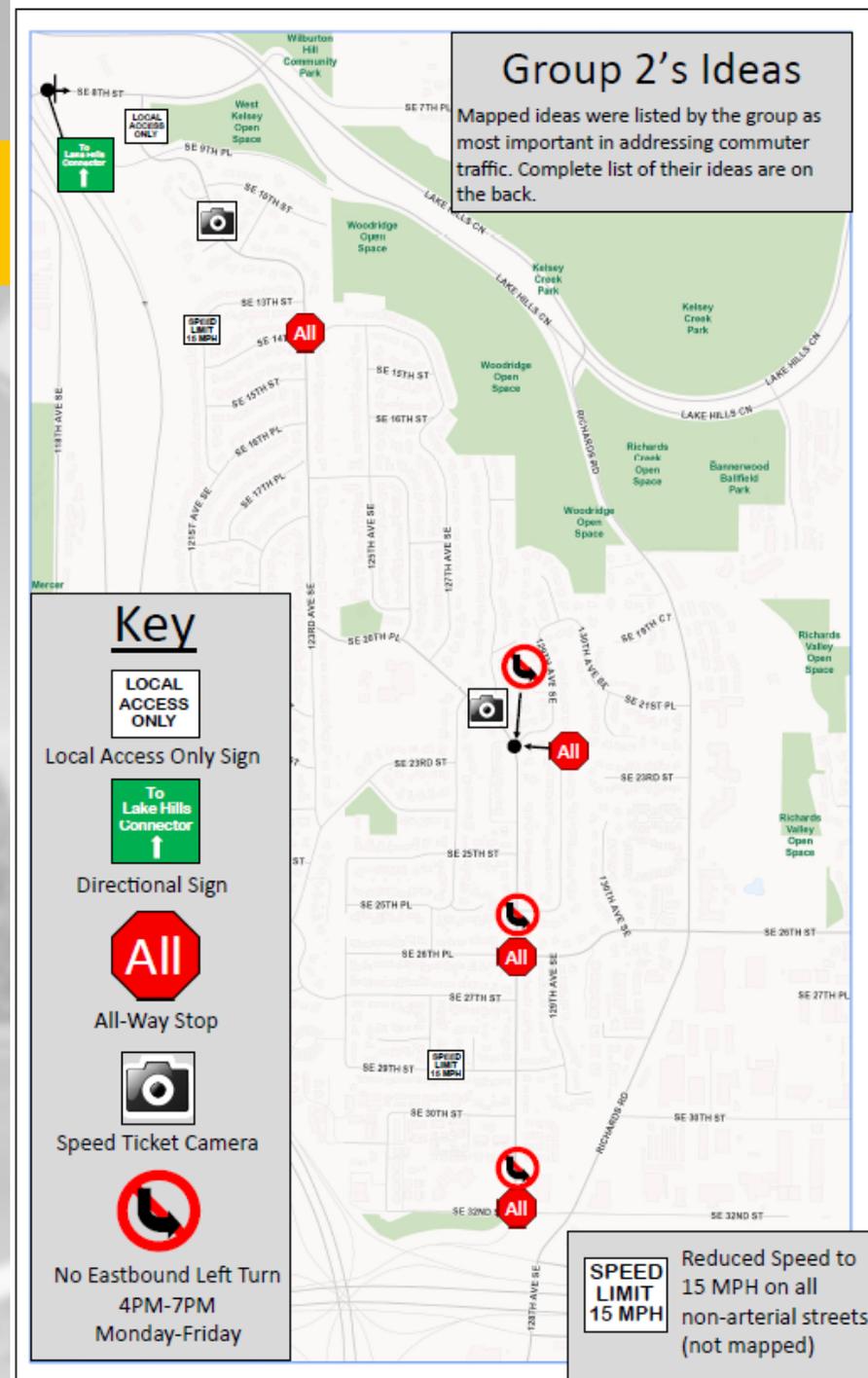
Group Ideas – Group 1

- Speed humps
- All-way stops
- Speed limit reduction



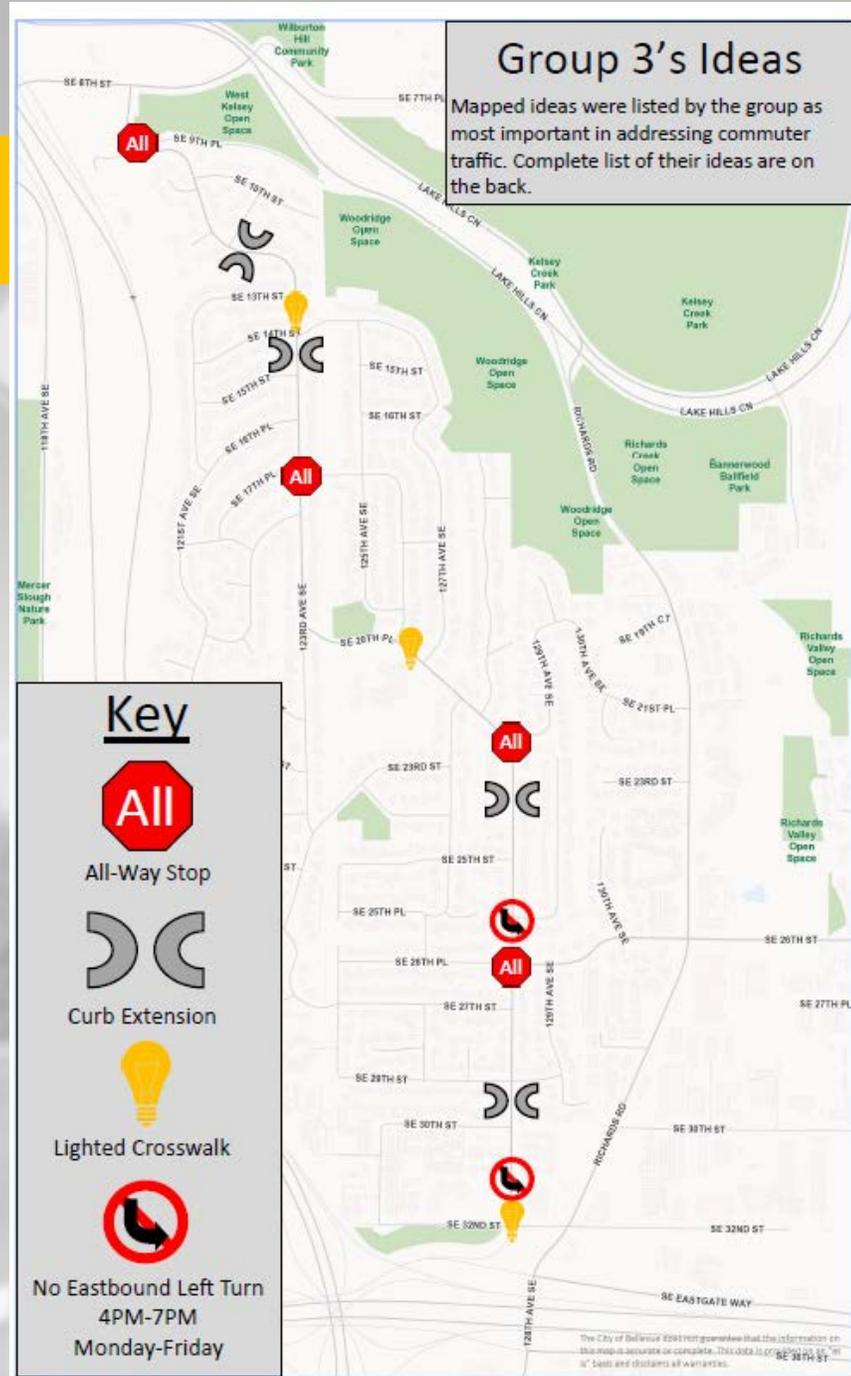
Group Ideas – Group 2

- Local access only signs
- Directional sign
- All-way stops
- Speed zone camera
- Turn restrictions



Group Ideas – Group 3

- All-way stops
- Curb extensions
- Lighted crosswalks
- Turn restrictions



Addressing Commuter Traffic



Least restrictive

Most restrictive

Rectangular Rapid Flashing Beacons

- Safety improvement
- Doesn't address scope
- Forwarded to traffic engineering



Reduced Speed Limit (to 15 or 20 MPH)

- City doesn't currently implement speed limits below 25 mph
- Wouldn't address scope



Speed Ticketing Cameras

- State law only allows speed ticketing cameras in school zones ([RCW 46.63.160](#))
- Selective placement in higher speed areas
 - Average speeds near school = 24 mph



Curb Extensions

- Minimal impact in deterring commuter traffic



Speed Humps

- Existing speed humps in Woodridge
 - Existing speed humps not an inconvenience for commuters
- Least restrictive in addressing commuter traffic



Directional Signs

- Keep commuters on arterials
- Minimal impact to scope
- Following-up with staff



“Local Access Only” Signs

- Local access only signs generally not used in Bellevue
- Not supported by Police due to difficulty with enforcing
- Can set unreasonable expectations
- Does not influence navigation apps routing



Stop Signs

- Stop signs should be used sparingly per engineering standards



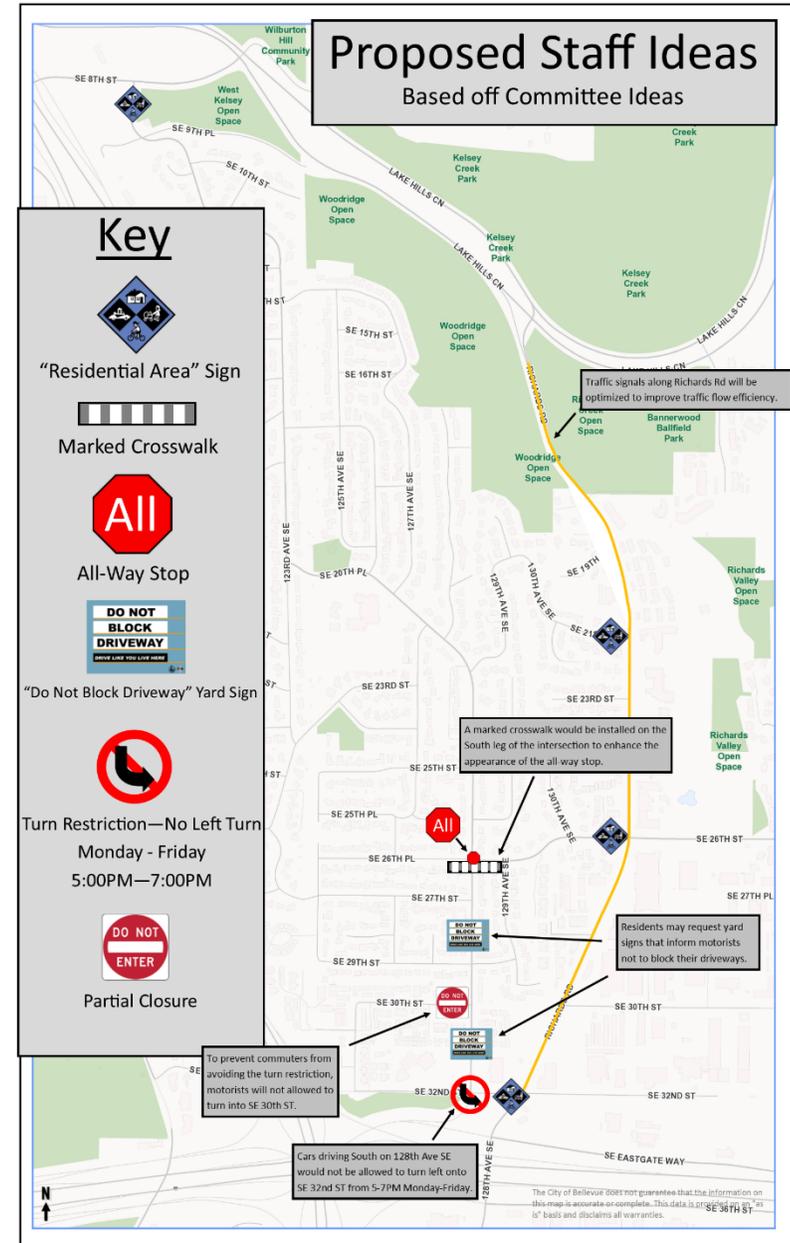
Turn Restrictions

- Make it more challenging for commuters to reach Richards Rd
- More restrictive in addressing commuter traffic
- Flexible in that they can be imposed only during certain times and days
- High impact to residents
 - Both commuter and resident drivers are affected
- May redirect traffic to other neighborhood streets
- Police enforcement needed



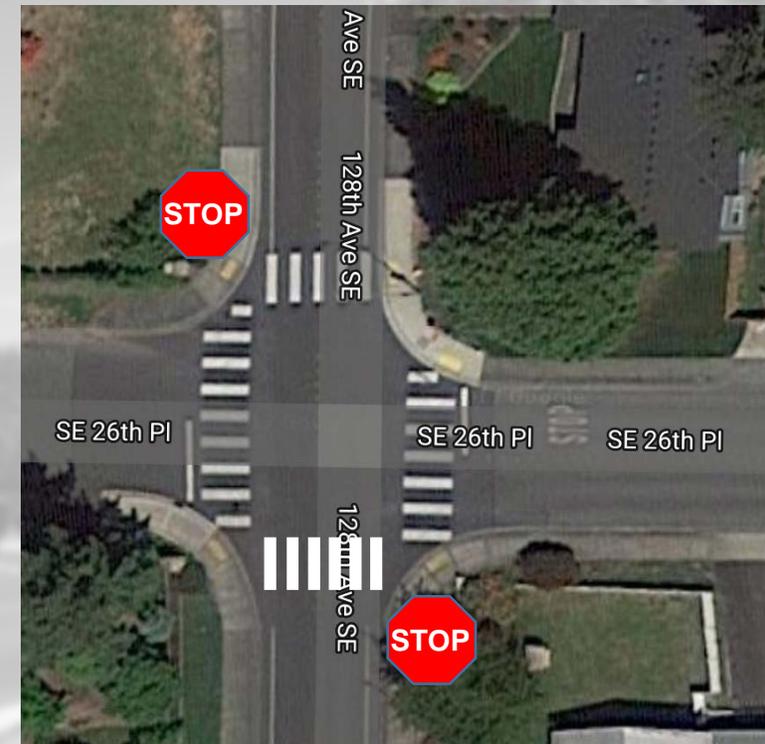
Proposed Staff Ideas – Based on Committee Ideas

- Residential area signs
- Marked crosswalks
- All-way stop
- “Do not block driveway” signs
- Turn restriction
- Partial closure
- Richards Rd signal optimization



All-Way Stop - 128th Ave SE & SE 26th PI

- New all-way stop at intersection
 - Collision concerns
 - Access concerns
- Marked crosswalk on south leg



“Do Not Block Driveway” Signs

- Available to place in your yard
 - Will include request info on website
- Driveway blockage a concern from community

DO NOT

BLOCK

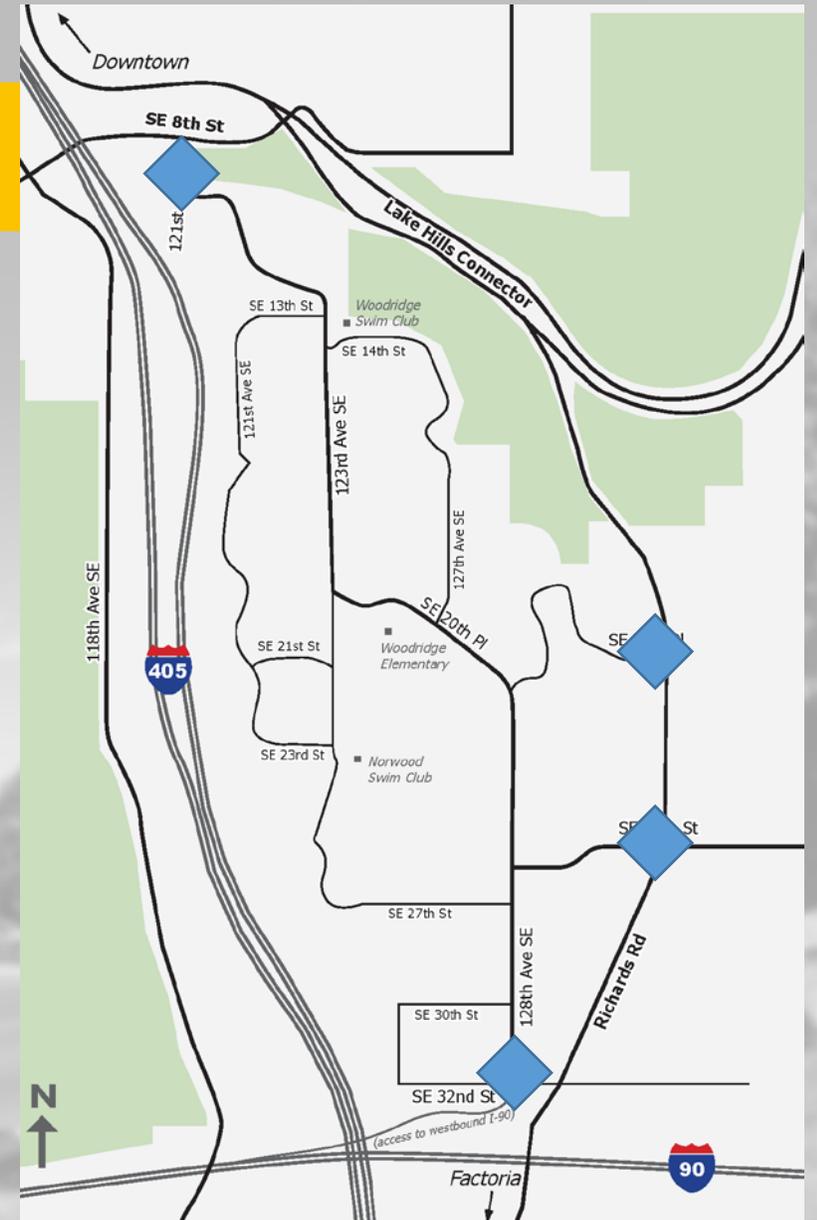
DRIVEWAY

DRIVE LIKE YOU LIVE HERE



“Residential Area” Signs

- Forthcoming
- Finding right placement is key



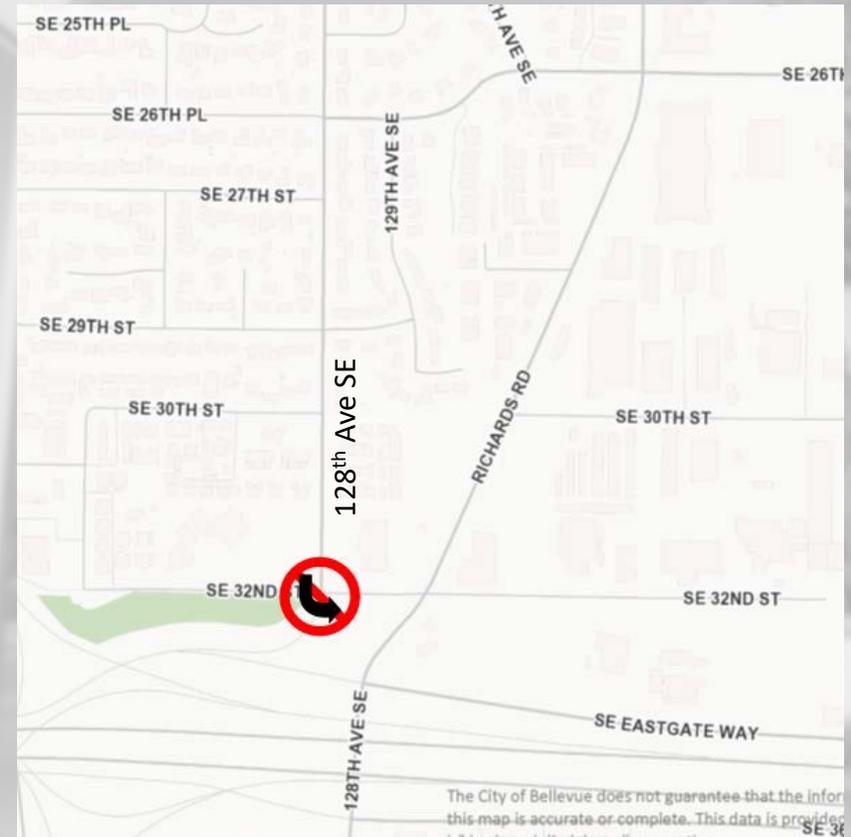
Traffic Signals Optimization

- Signals on Richards Rd will be optimized to improve traffic flow efficiency
 - following paving of Richards Rd



Possible Turn Restriction

- 128th Ave SE & SE 32nd St
 - No left turn from southbound 128th Ave SE to eastbound SE 32nd St (towards Richards Rd)
- Monday – Friday
- Times: 5-7 PM



Turn Restriction Overview

- Target neighborhood entrance/exit intersections
 - Turn restrictions on 128th Ave SE could redirect motorists onto other neighborhood streets to reach Richards Rd
- Turn restrictions create longer travel times for some residents, it's important to:
 - Minimize the impact to residents as much as possible
 - Ensure residents have alternate entrances/exits to access
- There will be confusion when first implemented
 - Motorists will gradually adjust to the change

What we've heard – March 2nd Meeting Survey Results (75 Woodridge attendees)

- Biggest concern is the ability to get to or from one's home (47% of attendees cited this reason)
- 49% of attendees enter Woodridge between 4-7 PM on weekdays, 25% exit the neighborhood, 26% neither come or go
- 81% of attendees alter their travel route to avoid traffic in Woodridge
- 55% of attendees stated they would be willing to travel farther and/or longer for the possibility of less traffic

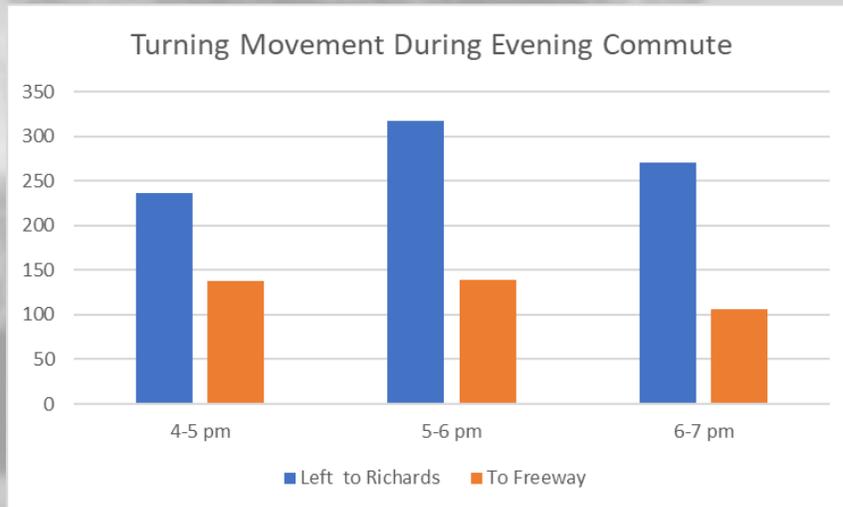
Lessons learned from Bellecrest

- Two time-based turn restrictions implemented in response to East Link construction activity
- Pilot (3 months to test)
- Difficult to enforce
- Concerns from neighborhood about accessing homes and leaving the neighborhood
- Time of restriction too long
- Initial reduction in volumes

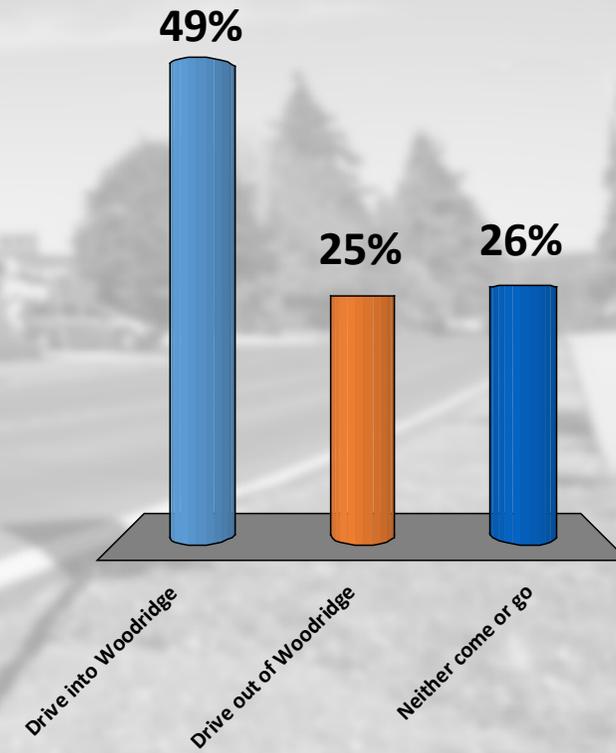


Possible Turn Restriction

- Discussion
 - Access and movements



- On weekdays in the afternoon/evening (4-7 PM), I typically...
 - A. Drive into Woodridge
 - B. Drive out of Woodridge
 - C. Neither come or go



Possible Turn Restrictions

- Discussion:
 - Access

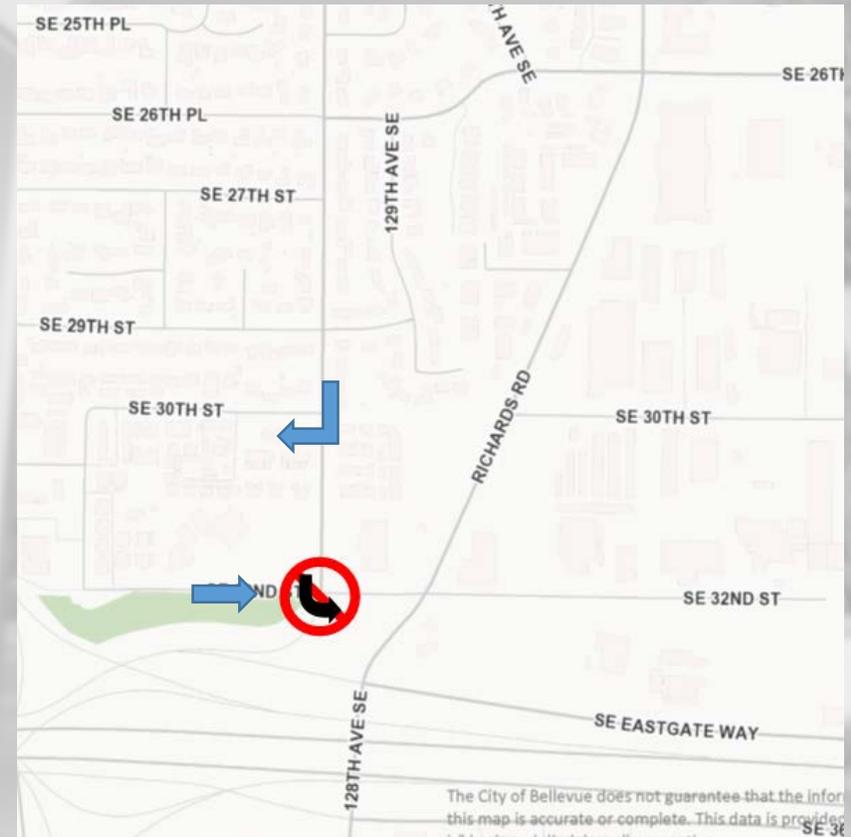
What neighborhood entrance do you primarily use to exit the neighborhood?

Entrance	Response
A	34%
B	7%
C	16%
D	21%
E	21%



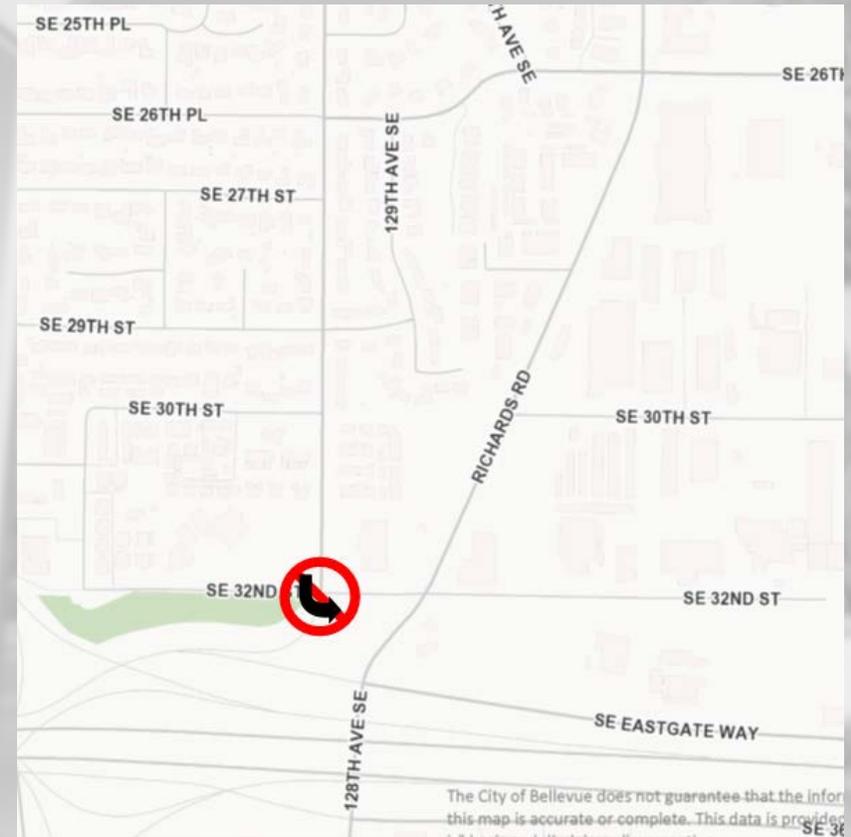
Possible Turn Restriction

- Discussion:
 - Porous points
 - Potential turn restriction at SE 30th St/128th Ave SE
 - Potential turn restriction at SE 32nd St/128th Ave SE



Possible Turn Restriction

- Discussion:
 - Timing (following stop sign installation at SE 26th St/128th Ave SE)
 - Pilot (3-6 months)
 - Phasing



Wrap-up

- Refined plan emailed out to Committee
- Progress update on signage installations
- Notification to wider community