

Neighborhood Traffic Mitigation Committee

Summary of Meeting #6 November 15, 2016

City Staff:

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

Neighborhood Traffic Mitigation Committee: Notes in attendance

Beaux Arts Village	Bellecrest	Enatai	Surrey Downs
Tom Stowe	<input checked="" type="checkbox"/> 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
Cynthia Hudson	<input checked="" type="checkbox"/> Liz Hale	Katherine Christopherson	

- I. Recap of October meeting and additional public feedback
 - Staff asked members if anyone, supported the draft plan that was presented to the community. Given the feedback received from the community, no one supported the plan as-is and agreed that it was too restrictive.
 - There were a few additional emails that staff received that were included in Committee member packets
 - As a refresher, staff went over a high-level summary of the survey results
 - There was additional conversation on the use of placards including whether there was any legal framework for using them. While there is not any legal framework that expressly permits the use of placards (see RCW 46.08.030 and City-adoption of Chapter 308-330 WAC Washington Model Traffic Ordinance) for residential access/egress, there is also not any basis for precluding pursuing additional city code that would allow such a program aside from the lack of local/national precedent and the absence of case law that would support such a program.
 - Staff went over the benefits (easier to exit neighborhood, responsive to needs) and challenges of such a system (lack of precedent, difficult to administer, set a precedent, enforcement, driver behavior, jurisdictional challenges)
 - Staff will continue to research such a system but also reminded Committee members that the direction received at the October 25 meeting was to develop a plan that was less restrictive in terms of access

while waiting to see what the actual impacts are before implementing such a drastic measure. In other words, a placard system doesn't align with the incremental approach the Committee is seeking.

- The Committee wondered how the City can restrict parking through residential parking zones (RPZs), as RPZs are seen in the same vein as a placard system.
 - ◆ RPZs were upheld by the Supreme Court in the 1977

II. Review of existing traffic data and ideas for data monitoring

- Staff shared traffic data from 2014 at key locations within south Bellevue neighborhoods and informed the Committee that “tube counters” are now installed at 10 locations collecting volume and traffic counts. These counters record vehicle volumes for a period of seven days. The standard metric of reporting vehicle volumes is the average daily midweek (Tuesday-Thursday) volume; the midweek volume provides the most accurate snapshot of normal traffic patterns.
- Traffic data shows southbound traffic on 108th Ave SE through Bellecrest to be considerably higher than on 108th Ave SE through Enatai. This suggests that a lot of motorists are turning onto Bellevue Way versus continuing through the neighborhood.
- Research by staff about impacts of Enatai Elementary School shows that the anticipated maximum student capacity (650 students) is not expected to cause a significant increase in traffic from arrivals and departures at the school.
- There are other data collection techniques that can be used to monitor traffic including utilizing the traffic signal loop detectors, in-pavement markers that record traffic
 - A data collection plan will be developed that incorporates regular monitoring involving some of the above techniques

III. Residential access in other cities

- At the October 25 meeting and during the community feedback stage, there were several case studies from other cities that seemed to mimic the intent of a placard system. Examples from Mercer Island, Vancouver, B.C. and Seattle are shown in the PowerPoint.
 - All three examples weren't comparable to Bellevue.
 - There was misinformation that Mercer Island residents were provided passes or a special allowance that permitted them to use high-occupancy (HOV) travel lanes even if traveling a single-occupancy vehicle. This is not the case as anyone traveling from Island Crest Way is permitted to use the express lanes. While normally express lanes are confined only to HOV

use, there is no sign that expressly states this. Therefore, all vehicles are permitted to use the access.

- Although not within the purview of the NTM Committee, staff shared the basic program elements of the City's process to implement a Residential Parking Zone (RPZ) as the concern about hide-and-ride parking occurring in the neighborhoods has been expressed by some commenting on the draft NTM plan.

IV. Refinements to Plan

- In going over material from the previous meeting, staff shared the additional travel time (approximately 10 minutes) required to get from Beaux Arts Village or the southern part of Enatai if turn restrictions at 112th Ave SE and 113th Ave SE were in place and how—at the previous meeting—some members found this additional time quite substantial.
- Members expressed interest in considering speed limit reduction on some streets, installing “local access only” signs, revisiting the idea of speed humps, and a strategic look at stop sign placement and will discuss these and other issues at next meeting.
- Additionally, members are considering maintaining the no left turn-restriction from southbound 108th Ave SE to southbound Bellevue Way and removing the 112th Ave SE and 113th Ave SE turn restrictions. There was concern that this scenario might increase traffic in Enatai. However, the members discussed that the ongoing data monitoring plan would point to whether traffic increases actually occur. If they do, the members discussed adjusting the restriction as to not unduly impact the Enatai neighborhood.

V. Outreach, communication, and next meeting

- The Committee and staff discussed how best to communicate with other neighbors and neighborhood association boards about the NTM Plan. All members agreed to present revisions to the plan to the wider community.
- The Committee will meet in early January to discuss the revisions to the plan.

Attachment: PPT slideshow from 11/15/16 meeting