

April 4, 2017

Neighborhood Traffic Mitigation Committee Meeting (#8)

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 <input checked="" type="checkbox"/>	Liz Hale <input checked="" type="checkbox"/>	Katherine Christopherson <input checked="" type="checkbox"/>	

Summary of Meeting:

1) Discussion:

- a) Finalize Plan elements
 - b) Timing of implementation
- The revised draft goals that the Committee agreed to and have been working from were revisited. Those goals include:
 - Be less restrictive as original draft plan that was shared with the community in fall 2016
 - Still discourage commuter traffic
 - Discourage speeding
 - Wait and see what impacts are once construction starts
 - The revised draft plan elements that were discussed following the fall 2016 community feedback on the draft plan included signage (e.g. residential area: local access only signs), routine data monitoring, and turn restrictions. The turn restrictions would be the most effective at discouraging commuter traffic but also be most disruptive to local residents.
 - Following the January 10 meeting (meeting #7), there remained significant interest from the Committee to retain the no left turn to Bellevue Way from southbound 108th Ave SE turn restriction on weekdays from 4-7 pm. Additionally, there was interest in restricting

the movement from southbound 108th Ave SE (from Bellecrest) across Bellevue Way to 108th Ave SE (into Enatai).

- During this discussion, Committee members recalled the primary difficulty with restrictions at this intersection was related to the Police Department being able to effectively enforce the turn restrictions; given that the intersection is so large, there is not adequate space for officers to sit and patrol the intersection. Additionally, pulling over turn restriction violators could unwittingly create additional congestion on Bellevue Way and thus provide additional incentive for commuters to try to use residential streets to access the freeway (this is the exact behavior the Committee is trying to address).
- Following the January 10 meeting and after hearing the desire to restrict movements from 108th Ave SE to Bellevue Way and into Enatai, staff developed an alternative concept that would achieve a similar intent to the proposed dual restrictions at 108th Ave SE/Bellevue Way.
- The staff concept included the following elements that were proposed to be in place from 4 to 7 pm on weekdays:
 - A no-through movement would be implemented on southbound 108th Ave SE at SE 16th St, effectively forcing southbound motorists to make a right (west) on SE 16th St toward Bellevue Way.
 - At SE 16th St and Bellevue Way, motorists would again be restricted in making a left (south) on Bellevue Way or straight (west) on SE 16th St, effectively forcing motorists to travel back north on Bellevue Way toward downtown.
 - As proposed, this restriction would provide the Police Department more space to enforce the restriction while simultaneously communicating to commuter traffic that 108th Ave SE between Main St and Bellevue Way is not an appropriate road to use to access Bellevue Way, the Enatai neighborhood, or Beaux Arts Village.
 - Advance warning signs are proposed to be placed at 108th Ave/Main St alerting motorists that access to southbound Bellevue Way is restricted via 108th Ave SE from 4 to 7 pm on weekdays.
 - The restrictions would apply to all motorists (commuters and residential traffic alike)
 - The restrictions would be introduced as a three (3)-month pilot so staff and the Committee could evaluate for effectiveness in reducing volumes, not creating additional problems, and ensuring the community could live with the restrictions.
 - Prior to any installation, the wider community would be informed of the changes to the roadway.
- The staff concept was introduced to the Committee via email between meetings #7 and #8. There was discussion via email on the topic which included some misunderstanding on how the restrictions would impact ingress into Enatai (ingress points that remain if the pilot turn restrictions are implemented include Bellevue Way at 104th Ave SE, SE 16th St, 107th Ave SE, 108th Ave SE, 112th Ave SE, and 113th Ave SE in addition to some other lower volume local streets).

- If the turn restrictions were implemented, the only access that would be inhibited for Enatai residents is if they drove through Bellecrest from westbound SE 16th St in Bellecrest across Bellevue Way to SE 16th St in Enatai and from southbound 108th Ave SE in Bellecrest across Bellevue Way to 108th Ave SE in Enatai.
- While there were still a few questions and concerns that arose via email discussion, there was a sense that introducing the turn restrictions as a pilot would be a good approach.
- That said, meeting #8 was intended to answer lingering questions, talk about implementation timing, and go over the draft communications plan for how the revised draft plan would be introduced to the community.
- After staff reintroduced the revised draft plan and pilot concept to the Committee, there were many questions/comments about, primarily, the pilot concept including the following:
 - Concern about Enatai residents leaving Bellevue High School between 4 to 7 PM and accessing their Enatai neighborhood via 108th Ave SE
 - The pilot is overkill given that we still don't know the exact impacts of construction along Bellevue Way and 112th Ave SE
 - There was a desire to have an outside traffic consultant develop a suite of traffic mitigation options
 - A placard system to grant residential exemption from turn restrictions—though deemed infeasible by staff at earlier meetings—would alleviate concerns about residents travel impacts
 - The turn restrictions would unwittingly push more traffic into Enatai as the ability to access Enatai via 108th Ave SE through Bellecrest would be restricted
 - If turn restrictions are implemented, put fine amount on sign if the restriction is ignored (similar to the sign on westbound Wolverine Way to 105th Ave SE)
 - If turn restrictions are implemented, contact routing platforms (e.g. traffic apps) to let them know of the restrictions so they don't route traffic through the neighborhood during restricted times
- Staff reminded the Committee of the following:
 - Throughout the entire plan development process, there has always been an inherent tradeoff in developing options that would be effective in discouraging commuter while impacting resident's ability to travel.
 - The pilot turn restriction would certainly discourage commute time traffic in Bellecrest but would also impact Bellecrest and Surrey Downs residents' ability to use southbound 108th Ave SE to access Bellevue Way
 - Local access only signs are extremely difficult to enforce
 - Various staff in the City have been engaged in the traffic mitigation work including: Fire personnel, Police officers, transportation engineers, traffic signal engineers, managers, and directors.
 - Between 4 to 7 pm, roughly 170 vehicles travel south on 108th Ave SE across Bellevue Way to 108th Ave SE in Enatai. This signifies that Enatai residents—roughly 900 households—are using other entrances to get into the

neighborhood; in other words, not all Enatai ingress is focused on one intersection.

- In comparison, during the same period, 586 vehicles make a left from southbound 108th Ave SE to southbound Bellevue Way
- The intent of the Committee developing a plan before construction started was so staff could respond quickly to traffic impacts, once they occurred.
- Following discussion of revised plan elements, the Committee:
 - Decided to continue with a monitor and respond approach
 - While traffic is being monitored around the time of the South Bellevue Park and Ride closure and construction along Bellevue Way and 112th Ave SE
 - Decided to meet again when warranted to discuss mitigation options
 - At this point, given that the specific impacts of construction are not known, the Committee was not comfortable prescribing potential mitigation tools in advance. If warranted, the Committee will again meet to discuss mitigation options
 - Expressed desire to implement the signage portion of the revised draft plan as soon as possible
 - Signs include “Residential Area: Local Access Only” signs at the following intersections:
 - 108th Ave and Main St (for southbound 108th access)
 - 104th Ave SE and Bellevue Way (for southbound 104th Ave access)
 - 107th Ave SE and Bellevue Way (for southbound 107th Ave access)
 - 108th Ave SE and Bellevue Way (for southbound 108th Ave access)
 - 101st Ave SE and Main St (for southbound 101st access)

2) Draft Communication Plan

- Discussion of the draft Communications Plan did not occur to the level of any direction provided by the whole of the Committee.
- However, next steps for staff include:
 - Creating an online data portal where staff will publish the results of the traffic data monitoring locations
 - Alerting the wider community about the Committee’s decision on the monitor and respond approach
 - Create ongoing opportunity for community to provide feedback to the Committee based on resident experiences with traffic as construction progresses
- Working with Sound Transit contractors to install the signage portion of the revised draft plan as soon as possible