

124th Corridor Improvement Project

Meeting: 124th City of Bellevue – Wilburton Neighborhood Streetscape Committee
Traffic Subcommittee

Date: October 24, 2013

Attendees: Bob Shay, Wilburton Committee Member
Jay Hamlin, Wilburton Committee Member
Carolyn Harris, Wilburton Committee Member
Jo Scott, Wilburton Committee Member
Hal Scott, Interested Citizen
Marina Arakelyan, City of Bellevue
Mike Mattar, City of Bellevue
Rick Logwood, City of Bellevue
Darek Jarzynski, City of Bellevue
Karen Gonzalez, City of Bellevue
Paul Ferrier, HDR
WD Baldwin, HDR

RE: Meeting Notes

The City of Bellevue initiated a meeting with interested members of the Wilburton Neighborhood Streetscape Committee to discuss traffic-related issues and future growth that may affect the Wilburton neighborhood.

Project Overview/City Goals

Using the figure demonstrating the timeline of past Transportation and Traffic Studies, Rick walked through a summary of the various studies over the years and how variables had changed over the years including land use, roadway network, and study horizon years. Understanding how variables have changed in the past helps one understand how they may naturally change in the future and reflect different results than what are seen today. This figure would be posted on the Committee's SharePoint site. *(Note: This is the same graphic as was presented at the June 2013 public open house titled: "Arterials and PM Traffic Volumes." Please see the "Public open house materials, June 2013" on the project website.)*

Discussion Points

- Marina and Karen reminded the group that the City will stay in contact with the community just as they have in the past and work to develop solutions if needed.

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- Jo asked about the various 4th Street scenarios that have been run for the range of alternatives. Rick indicated that a full range of what-ifs have not been developed and that the City provides modeling input for these on a project-by-project basis. Links to previous studies for various alternatives exist and the City can direct those interested to where they can find the information.
- WD pointed out that some of the major differences between the 2013 TFP and this model for this study are two items:
 1. Different horizon year (2024 for the TFP and 2035 for this study)
 2. Roadway networks have some significant differences.

The TFP does not have 15th/16th link from 124th to 132nd. Without this link it would be expected that East-West Traffic would have to choose different routes resulting in an increase in traffic at 8th and 124th.

- Karen said there is a balancing act with 124th south of 8th. While it is desirable to not make it major traffic-carrying route, it is desirable to have it take up some of traffic demand as a connector or else this traffic would want to divert to the local street network.
- Jo is not in agreement with the other committee members and feels community is evenly split on the median traffic calming measures. She trusts the City to come back to the neighborhood in the future. She prefers a less aggressive deployment of calming measures with testing and a staged implementation.
- Karen and others at the City agreed that if this were a new street it would be designed with medians. Therefore this traffic calming treatment is consistent with current City practices. Darek said that medians are a proven treatment for traffic calming.
- Bob reminded group that in the planning process over the years 124th was intended to continue as an extension to the south with a viaduct structure down the hill. The removal of this alternative in response to concerns of community and others drastically changes the traffic routing and distributions in the roadway network.
- Rick reminded the group that the City council and staff are listening to the community, which has continuously been reflected in the development of this and other projects

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affecting the neighborhood. An example of this would be the limiting of 124th from 12th to 8th as a two lane instead of a four lane facility.

- City will share counts and models with the community providing links to existing data and previous traffic studies.
- Hal said that he and others feel the median traffic calming solution is a great alternative. He and others would like to see a larger tree canopy than what might be reflected in the current approach.
- Karen wanted to clarify the use of the term “diversions” for consistency for everyone. Historically the City has described diversions to include situations when physical barriers are put in place to limit or direct the movements of traffic.

Next Steps

- City to continue to monitor and work with the community to develop neighborhood traffic protection elements if needed