



Meeting Summary

Traffic Committee Meeting #2

CITY OF BELLEVUE

Transportation Department
Neighborhood Traffic Safety Service

123rd Ave SE Traffic Improvement Project

March 4, 2015 – 6:00-7:30 p.m.

1E-109 City Hall

Traffic Committee Members in Attendance:

George Pieper, Peggy Albin, Bill Greaver, Cindi Smith, Lisa Rutledge, and Jeff Tangney

City Staff in Attendance:

- John Murphy, Associate Planner, Neighborhood Traffic, Transportation Department (project manager for this project)

Agenda:

The meeting touched on the following sections (note that the flow of meeting didn't necessarily follow the same sequence as the agenda; there was a lot of extemporaneous dialogue so communication frequently jumped between the below topics. As such, the minutes don't reflect the same sequencing as the agenda).

- Project intent
- Review current plan
- Answer common questions
- Other projects in Woodridge
- Develop revised plan
- Dot exercise

Meeting Purpose:

After meeting in September 2014, staff worked on taking the suggestions from the traffic committee to develop a traffic improvement plan that did not include vertical measures (e.g. speed humps) but rather elements that visually narrow the roadway that would still encourage motorists to slow down.

Prior to the meeting, the traffic committee was asked to review the proposed plan. Reactions were very mixed with little consensus coming from the comments. As such, this follow-up meeting was called to answer collective and common questions to determine whether there we could find consensus.

The following is the email summary that was sent to the traffic committee following the meeting. In this case, this will serve as the meeting summary.

On Wednesday (3/4/15) evening, we had a very productive traffic committee meeting. There were 6 members of the committee in attendance—representing a majority—reflecting various perspectives and levels of support for the project.

Those in attendance were: George Pieper, Peggy Albin, Bill Greaver, Cindi Smith, Lisa Rutledge, and Jeff Tangney. As mentioned in my previous email, we were able to come to consensus with the current plan and move forward with getting adjacent property support.

We spent a bulk of the time walking through the proposed plan and answering the questions that you all raised when I sent the plan out for review a few weeks ago. Please see the attached PowerPoint for answers to common questions; I went through this presentation at Wednesday's meeting. During the meeting, we were able to go in depth on a lot of the questions. If you have lingering questions, I encourage you to talk to me or one of the aforementioned traffic committee members that were in attendance.

There were several questions about the size of medians that are being proposed. Compared to other medians in the city, there are fairly modest and appropriate for the scale of 123rd Ave SE. They are planned to be 4'x20' and will be landscaped at no cost to residents through a contract with the city's Parks Department. An example of a similar sized median is found at the entrance into the Surrey Downs neighborhood at [SE 4th St/112th Ave SE](#). This median in Surrey Downs is about 5'x18'. Please note, that landscaping in the proposed medians in Woodridge will not have trees or tall landscaping.



Another topic we hit on was the subject of signage. I was able to confirm with our traffic engineer, who makes the call on signage, that the medians and curb extensions will not require additional signage. The traffic circle will require signage but it will be placed in the same place as the existing “Crosswalk Ahead” sign. The existing “Crosswalk Ahead” signs will be removed (as they are no longer required per our standards) and the traffic circle ahead signs will be placed in roughly the same position. There is a chance that a speed advisory sign (i.e. a sign with a curving arrow to the right, black text on yellow sign, with a speed posted on it; the speed would be lower than 25 mph) could be required for the southbound lane approaching the deflector at 123rd Ave SE/123rd Pl SE (because we are tightening up the intersection, an advisory sign would indicate to drivers an appropriate speed for the turn). I’m waiting to hear back on the analysis that will determine whether a sign is needed.

Lisa brought up the idea of a speed hump, potentially only across half the roadway heading south on 123rd Ave SE just as cars approach the Y intersection. After looking into this a little further, at this point, it’s a little late to incorporate into this plan given the lack of desire from the committee to include speed humps. That said, the sidewalk design wouldn’t preclude exploring a speed hump here in the future and it’s something we can monitor once the project is built.

Next Steps

Given the support from the traffic committee, I will be reaching out to property owners adjacent to the proposed measures to ensure we don't have opposition from them. I've been in touch with traffic committee members who are also adjacent to proposed measures; they will be serving as a resource to reach out to those property owners and are willing to field questions as the committee members are knowledgeable on the project. Letters will be mailed to adjacent property owners early next week; I'll let the committee know when they are mailed out.

The design of the plan will be incorporated into the 90% design drawings for the sidewalk which is scheduled for the end of April.

If we don't receive opposition adjacent property owners, we will notify the neighborhood that the proposed plan is moving forward. Additional support won't be required due to the absence of vertical measures (e.g. speed humps) that can impact the wider neighborhood. This project will be constructed alongside the sidewalk project; while there is still uncertainty about the timing of construction, it would likely be in the fall, at the earliest.

Thank you all once again for your help on this project! I'm excited to see it moving forward and think this plan will really help slow cars down on 123rd!