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**TO: Mayor & Council**  
**FROM: Mitch Wasserman**  
**DATE: March 6, 2017**  
**RE: TRAFFIC MANAGEMENT AND SPEEDING PLAN - UPDATE**

In January and February, the Council authorized the implementation of a few steps to help manage commuter cut through traffic and speeding in Clyde Hill. There are a number of moving pieces associated with the implementation of this plan. The following is an update of the City's implementation progress:

1. **Communications Plan:**

Before the authorized improvements begin to show up throughout the city, the staff intends to send out a traffic management/speeding newsletter and develop a page on the City website residents can refer to that shows the City's overall plans and explains a little history of how and why we got to the current plans. We are just beginning to develop these next communications tools and should have them in place within the next few weeks.

2. **Solar Speed Signs:** Ten signs, along with all appropriate mounting material were ordered in January and have been delivered. Rick has started the location process with potentially impacted neighbors and expects to have conversations on at least 7 of the 10 signs. The signs and the solar panels are real heavy requiring a stout pole (painted green), concrete base and breakaway hardware. The City's sidewalk contractor, Kamens Construction, will help the City install the concrete bases and poles. The PW crew will assemble the signs at their locations once the poles/bases are ready to go. The staff expects to begin seeing these signs functional within the next 4 weeks. As designed and per the principles of the Traffic Sub-Committee, we intend to gather a few weeks of data from these signs before implementing any of the additional traffic management measures.

3. **Collecting & Displaying Data:** The staff is also working with its GIS consultant to develop a database for the traffic volume/speed data that will be collected by the new signs. The database will be linked to a map that can be updated as new data is gathered. We are making good progress on this new tool but expect a few more weeks of work until it is fully functional.

4. **Ramp Metering Discussions – Data Confirmation:**

Eric Shimizu, the City's traffic engineering consultant, is in the process of scheduling a follow-up meeting with WSDOT representatives about slowing down the rate on the 84<sup>th</sup> ramp meter. Over the last month, John Greenwood has been collecting some very interesting data that we intend to use to help evaluate the effectiveness of slowing down the ramp metering. For about a month John has taken a 5pm reading of what the traffic apps are saying to commuters that start their drive on Bellevue Way (just south of Main St) and want to go into Seattle (UW Medical Center). Confirming what our spring origin/destination study already told us, there is only a few minutes of

commute difference between cutting through Clyde Hill or going straight to 520 using Bellevue Way. The apps are still sensing that there is still a slight advantage (few minutes) to cutting through Clyde Hill versus using Bellevue Way to 520. One of the goals of our Traffic Management Plan is to tweak the pm commute within Clyde Hill that will make it a few minutes longer to go through our community and consequently begin to show that Bellevue Way is the fastest route to Seattle.

5. **Portable LED Message Sign:** The City is about to accept the delivery of a “Portable Message Sign” that is intended to be used for targeted commuter traffic messaging. Expect to see this out and about in conjunction with our actions to help emphasize a anti-cut through messages to commuters.



6. **Aqua Vista – Stop Sign & Buttons:** The staff has ordered the flashing stop sign and buttons for the Aqua Vista area improvements. The placement of the sign and the buttons will strategically be implemented after a targeted letter is sent out to the Aqua Vista residents and the City has sent out a traffic/speeding newsletter. It will also help to get a string of dry days so we can put the buttons/glue on the pavement.
7. **No L Turn – NB 92<sup>nd</sup> to Pts Dr:** The staff has not yet ordered this sign but does not expect delivery to take as long as the other signs. We plan on installing this sign after the ramp meter slow down evaluation. Our intent is also to again communicate with Yarrow Point before the sign is installed.

#### **COUNCIL'S DECISION:**

Informational only, no Council decision required