

NOTE: NO new comments have been posted on NextDoor since the open house was held on the 11th.

Potential Traffic Revision (NextDoor Comment String)

Carolyn Coe from NW Bellevue/Clyde Hill

I agree that this is a terrible solution. What is wrong with posting a flashing speed sign on 14th, and adding some speedbumps near Sacred Heart (after all, it is a school). Perhaps a camera to record speeders would be good..

I too have heard drivers speeding up and down 14th, as I live here. I often wonder where the police are when I hear screeching tires and revving engines, especially at night.

Cindy Yeung from NW Bellevue/Clyde Hill- 4d ago

Tried that; I live on 14th. Made a request to city and they put up a meter for awhile and said that the speeders were not significant enough to warrant a speed bump or anything. It was depressing.

Susan Pugel from NW Bellevue/Clyde Hill

It would be nice to have an opportunity to camera ticket those who do not stop for pedestrian traffic around the schools at the crosswalks. I have always felt that little lives are in jeopardy as a result of negligent driving of many who are so focused on getting to where they feel is a priority over little lives. People even tried to pass me when I would stop for a pedestrian in a crosswalk. It is disappointing to see such self centered, negligent behavior.

Geoff Lowe from NW Bellevue/Clyde Hill

Thanks Susan. I definitely see a large volume of cut through traffic on NE 14th. Some of it may technically not be cut through as it's parents dropping their kids off at Sacred Heart. I agree with Ron's post about the significantly less police patrol on NE 14th than in "upper Clyde Hill". The brazen break in that was on the news a few months ago should be a staunch reminder about keeping "Lower Clyde Hill" safe.

Lyn Adams from NW Bellevue/Clyde Hill

98th running north and south (mostly north of our Schools) is a f'ing freeway! Because 98th divides Bellevue from Clyde Hill (east & west) neither city seems to want to claim patrol of it. RARELY if ever see a police radar for speed, nor EVER a portable traffic speed indicator. Lets just say few heed the 25 mph and there is maybe one mph sign each direction north of 24th.

Traffic

(NextDoor Comment String)

nan humble from NW Bellevue/Clyde Hill

so where oh where have all you people been the last year or so. Clyde Hill Council has monthly meetings and traffic has been thoroughly discussed. Clyde Hill has a special traffic committee that has worked hard on this the last year or so - and they have monthly meetings open to the public A few from Aqua Vista attended - and were listened to. Others have been missed.....

Assume they will see you all next Tuesday with all your good ideas for consideration for solving this problem ??????

Ronald Ferguson from NW Bellevue/Clyde Hill

Yes, I will be at the meeting next Tuesday. But to respond to your message, not a single one of my neighbors that I've spoken to from the south end of Clyde Hill have heard of the traffic committee that worked on this problem for "the last year or so". To my knowledge, it was never mentioned in the monthly Clyde Hill Views newsletter, and I've always assumed this is the official City organ that gets news out of what's going on to all residents of the City. While I've been at City Hall several times over the past few years to complain about traffic problems in our end of the City, I've not had a reason to just drop by to ask if they now have a committee that's specifically tasked to deal with this problem. The point is, how are residents to know if something like this is going on unless the City informs us of it. Maybe the "few from Aqua Vista attended" because a friend along 24th mentioned it to them - but no one has mentioned it to me. So, yes, now that I know about what's going on I will certainly be more involved.

Geoff Lowe from NW Bellevue/Clyde Hill

I only just saw mention of this in the latest Clyde Hill Views that was mailed out. Definitely agree with Ron about the problems on 14th and the complete lack of enforcement. In the last few months, I finally saw "more frequent" police patrol, by that I mean once every few days. Every once in a while we still hear someone doing donuts in the Sacred Heart parking lot at night. We called 911 a few times, but not sure if they actually caught / did anything as the donuts would continue a few days later.

Geoff Lowe from NW Bellevue/Clyde Hill

I just noticed, the open house is from 4:30pm-6:30pm, unfortunate for those of us who aren't off work by 6:30 to go.

Jane Cable from NW Bellevue/Clyde Hill

The monthly Council meeting follows at 7pm. They may begin with public access time.

Ronald Ferguson from NW Bellevue/Clyde Hill

I spoke with John Greenwood this morning, Clyde Hill Assistant City Administrator, and he explained how the 4:30 - 6:30PM Open House on Tuesday (that precedes the City

Council meeting) will work. There will be maps, drawings, and papers arranged around a conference table in the City Council meeting room where anyone can comment and scribble notes and thoughts, and if someone wants to take a "deep dive" into a discussion about it, they are welcome to drop by his office during that time (located behind the Council meeting room) to discuss it further with him.

John explained to me that Phase 1 of their plan is to install 10 radar and "slow down" devices/signs, including more than one along 92nd. He also indicated that the SR 520 on-ramp meter rate would be slowed down - by .5 to .7 seconds (yes, there's a point in front of each), and that's supposed to convince the cut-through traffic that it's no faster cutting through Clyde Hill (frankly, I think that fraction of a second time will have no impact on cut-through mentality, and if anything at all, it will affect all of us in Clyde Hill more than anyone else).

Anyway, each of these radar/slow down devices in Phase 1 will be capable of collecting speed and traffic volume data for the City. I allowed as to how this is all well and good, but nothing whatsoever is planned for 14th, where the average speed down our hill is barely less than on 24th, which has the highest speed in Clyde Hill on a 25 MPH street. The response was, well, 14th isn't considered a cut-through street, so it wasn't part of this study and resolution. For such a significant study and multi-phase resolution as this plans whatever is causing our traffic problems on 14th should also have been considered.

John also explained that the committee discussing it this past year is made up of three Council members, and he didn't seem surprised when I mentioned that no one I had spoken with who lives in the south end of Clyde Hill had ever heard of this committee.

As I've said before, I plan to be at the Open House to voice my opinions about this, and will hope to do so again at the City Council meeting in one way or another, either during the public access time or when the Traffic Study is brought up (it's supposedly on the agenda).

Lyn Adams from NW Bellevue/Clyde Hill

Honestly the committee info is new to me. Had no idea anything was in the works. From what I see here, read, the plan. Not good. I feel that residents should have the right of way to the 520 east and west. I attended MANY of the WSDOT dog and pony show ... then we were logged one weekend and this place looked like the moon. More money spend in rockery, beauty bark than spent on building what they promised. No delivery. Still traffic back ups, higher tolls, and our community has no park n ride or reasonable access to transit other than a drop off/pick up at Yarrow. Which gets PACKED when the private buss arrives for students. Worthless. I think a good to go pass for Clyde Hill granting priority access is excellent.

Carl Stork from Yarrow Point

This affects a lot more than Clyde Hill. First time I heard of it was in yesterday's Nextdoor post.

Cindy Zulch from NW Bellevue/Clyde Hill

I did not know about these meetings, either. We will be there on Tuesday, April 11 between 4:30 & 6:30 to investigate further. The first we heard about this was the mailer that came to our house last week. We are all taken by surprise. Thank you for bringing this to our attention.

Re: Changes to Clyde Hill Traffic Management from a Clyde Hill Neighbor

(NextDoor Comment String)

Linda Boyd from NW Bellevue/Clyde Hill

Hello neighbors,

By now you've probably received the Special Edition of the Clyde Hill Views newsletter on Traffic Management & Safety. It's all about a study and the proposed efforts to reduce the high volume of cut-through evening commuters heading westward on SR 520, creating a local impact that is "very frustrating to residents". As a result, the City Council has authorized a new Traffic Management and Traffic Safety Program to mitigate the problem.

I've thoroughly read the newsletter report, and carefully studied the Plan Maps that are available online to describe the proposed 3-phase project. You can find the various documents for the plan at <http://www.clydehill.org/traffic-plan>. I urge you to look at them. While I think the plan will be heartily received by everyone who lives along 24th and who needs to use 24th during the 4-7PM hours, I feel very strongly that this solution – if implemented in its entirety – will have a serious negative effect on all of us living in the south end of Clyde Hill who ever need to cross Lake Washington on SR 520 during those hours.

The City is holding an open house on April 11th from 4:30 to 6:30 PM at City Hall for residents to "stop by, view the Plan maps, ask questions about the Program, comment or just see what is going on". (Note that, at this point, it's certainly not offering us the opportunity to express our views in a City Council-type format. I don't know about you, but this is the very first of this Plan that I've heard about, and having read every issue of the Clyde Hill Views for a long time now, I've seen nothing in it about this, even though the meeting went on throughout 2016.)

So, what are my concerns with the plan? First of all, think about how you currently get to the westbound SR 520 on-ramp from our neighborhood? If you're like me, it's north on 92nd, then west (downhill) on 20th, right on 84th, through the roundabout, and onto the SR 520 ramp. Well, that won't be possible with the new plan – as a right turn at the intersection of 20th and 84th won't be allowed from 4-7PM. OK, how about continuing on 92nd to 24th, then down the hill at the stop sign and a right onto 84th – nope, a right turn onto 84th won't be allowed there either. Well then, continue north on 92nd to the little wedge intersection to Points Drive NE just before you cross over SR 520 to Yarrow Point – nope, in Phase 2 that too will become a no left turn intersection between 4-7PM. Ditto for all other intersection along the street west to Tully's between 4-7PM. So, going the other way, how about south on 92nd, either to NE 8th or work your way down 14th or 10th to Lake Washington Blvd/12th, then a right turn onto 84th at St Thomas – nope, as right turns at the intersection of 12th and 84th will be restricted to bus traffic only between 4-7PM.

Basically, for the huge majority of Clyde Hill residents who live somewhat south of 24th, we're boxed in, and our only access to westbound SR 520 will be to continue northward on 92nd, through the traffic circle and return southward, turn onto Points Drive/29th, past Tully's, and through the roundabout to enter the SR 520 ramp. Ah, well, I can vaguely see one other option – get down the hill to St. Thomas, continue west on 12th, and skirt around the west side of the golf course, then east on 24th, and take a left onto 84th at Wells Medina Nursery – but I doubt any of us on Clyde Hill will find that very attractive.

My first conclusion is, this solution is far harder on the residents of the south end of Clyde Hill than it is on any other residents, all to solve a problem for the north end residents.

My second conclusion is, this whole study plan is aimed at reducing two things – the speed and volume of cut-through traffic in most of Clyde Hill, but it provides absolutely no benefit for those of us who live and transit along 14th. I've lived within two lots of 14th since 1983 (34 years now), and I've railed for almost all of these years about the lack of Clyde Hill police patrolling on 14th. When we first moved here in 1983, I was twice stopped by Clyde Hill police for speeding up the east side of the hill coming home from work in the evening, but since then if I even see a Clyde Hill police car on 14th three or four times a year, it's a lot. And I'm certainly not a hermit – I'm heading one way or another on 14th at least 4-6 times a day. Living so close to 14th, I hear speeding cars up and down the hill at all hours of the day and night, and oftentimes the worst offenders seem to be parents dropping off or picking up their kids at one of the local schools, mostly Sacred Heart. One time while out walking our dogs, we watched a black Porsche 911 start at 92nd and by the time he reached the top of the hill he was probably going 80 MPH (and I visited the Police Chief that morning with his license number, and mentioned that he was heading for the Men's Breakfast at Sacred Heart.

So, look at all of the phased plans on the City website, paying particular attention to any changes along 14th. None . . . nada . . . zip. No mention of a radar sign and slow down sign, no increased monitoring and enforcement. Yet, look at Traffic Map 1 on the site I mentioned above, and zero in on the average speeds on 14th, compared to anywhere else in Clyde Hill. The average speed going downhill on 14th is 35.2 MPH – and nowhere else in all of Clyde Hill matches or exceeds this, except for a 35.4 MPH average westbound speed going down the hill on 24th – and Phase 1 of the plan is to put a radar and slow down sign there, but no siree, not on 14th.

This e-mail proved to be much longer than I'd hoped, but the problems and proposed solutions are complicated, and if we don't pay close attention to them we might come to regret it. I'll definitely be hanging around the open house on the 11th for the entire time of it, and I hope to talk with each and every one of you at some point during it. Right now, this is just a plan (at least I think it is), and we can't wait any longer if we want to have input on it. I also hope this e-mail will get a dialogue going before and after the 11th, as the only way we're going to get the City Council to consider any changes that benefit us is to communicate with them as a neighborhood group. (For those of you who

remember Bob Tate – who lived for many years at 9406 – that neighborhood spirit was what got the telephone/utility wire undergrounding project going, and it was the single best ever thing for our property values.)

Jane Cable from NW Bellevue/Clyde Hill

Thank you for your detailed email. It doesn't seem right that those of us who live in Clyde Hill should take a back seat to Medina or any of the points, as it appears their route to 520 does not change. If this is Clyde Hill's traffic plan, I believe they should come up with a solution that serves all of the taxpayers in this city.

Jane Cable from NW Bellevue/Clyde Hill

The Clyde Hill Council Meeting is scheduled to follow the Traffic Plan Open House at 7 pm on April 11. I believe the public can speak during the public comment period.

Jill Zimmerman from NW Bellevue/Clyde Hill

I will be gone out of town on the 11th but please count me in for opposing this plan! Thank you for the lengthy email. I had no idea the ramifications of their proposed plans. Please keep me posted as to what I can do to show my support for trying to stop this.

Tom Walsh from NW Bellevue/Clyde Hill

The cure is MUCH worse than the problem.

Eileen Johnston from Meydenbauer Bay

How about requesting an option exclusive to Clyde Hill residents granting some sort of access that is denied to all others. Some engineer will have to figure out how to establish it, but it should be do-able. When the I-90 bridge was reconstructed in the 80's, the people of MI came together to negotiate single-access to the express lanes - and got such granted for some 40+ year period.

Laura Ebrahimi from NW Bellevue/Clyde Hill

An easy solution could be to allow traffic to all Clyde Hill streets only to Clyde Hill residents, with a fine for non-Clyde Hill residents, with exclusion for business vehicles (plumber, electrician ..) serving Clyde Hill residents, and for Clyde Hill residents' guests who if stopped by police would know who they are visiting.

Michelle Coe from NW Bellevue/Clyde Hill

This solution seems to be worse than the problem! Although an exception for Clyde Hill residents doesn't seem like it would provide a good answer for others who live in the area.

Kris Lundberg from NW Bellevue/Clyde Hill

Now that doesn't really seem right. I live on 22 and 100th. A block and a half from 24th and what, 2 blocks from where Clyde hill starts. Why should I be barred? I'm not taking shortcuts.

David Mills from NW Bellevue/Clyde Hill

Ron: I wholeheartedly disagree and plan to appear at the meeting to express my support of the city's plan. Before I explain my position I will state that those of us on or near 24th and Points Drive have been battling the cut through traffic and on-street parking issue since day one of the tolls on 520W. This site was dark when it came to our complaints of the park and hide commuters clogging our streets and blocking our driveways. We fought (with no support or assistance from a majority of the rest of community) to guide the city to an effective plan of strategically placed no parking signs.

The fact is that you are merely speculating as to the impact on south end residents. I am sorry that those of you to the south "may" experience a slight inconvenience as a result of the plan but as one of many who live along 24th I can tell you without speculation that we are being over-run by commuters trying to reach 520W. We struggle to get into or even back out of our driveways during the commute. We can't let our kids walk on the street and oh yay the sound of the idling cars and loud car stereos on the street as we attempt to enjoy our backyards in nice weather.

Traffic plans are a lot like legislation. No one gets everything they want but everyone has to give a little. So, out of respect to your north end neighbors pitch in and take on some community responsibility to share this impact. None of us located here thinking that the State would build a new floating bridge with tolls that would double traffic through our community. This is a Clyde Hill community issue. Let's deal with it as a community.

Dad Lalalala from NW Bellevue/Clyde Hill

I would guess most of these commuters are just following their phone GPS/maps. Unless all those maps are updated with a new traffic flow, etc it will continue to happen

Laura Ebrahimi from NW Bellevue/Clyde Hill

With the high taxes we pay, nobody should give up to anything David.

David Robinson from Downtown Bellevue

First, I remember cutting through Clyde Hill to 520 from my job in Redmond in 1978. This is not a new problem.

Second, commuters cut through because - wait for it - it's faster! Increase the throttle at Hunt's Point and problem solved, not faster, no cut-throughs. Anyone who says different wants to preserve their own easy access and deny others, with costly traffic modifications.

Changing the wait time at the onramp light takes a few keystrokes. Why not try that first?

drue hartwell from NW Bellevue/Clyde Hill

I live north of 24th and west of 92nd and for, I can't remember how many years, I've have not been allowed to drive out of my house and turn left onto Points road to get

onto 520. I'm supposed to travel south to 24th, and then to 84th and take that right that is not going to be allowed. How am I to get to 520 then???? For years now I've been taking that illegal turn anyway and thinking of the numerous ways in which I would defend myself in court. I don't know why they can't issue residents passes to take those turns somewhat like they distribute passes for cars to park in neighborhoods in Seattle?

Kris Lundberg from NW Bellevue/Clyde Hill

Also, 24th runs from Medina to Lake Samammish. Its a road we all pay taxes on. How can you decide who gets to use it and who doesn't. It's not like a street in your own neighborhood

Chuanhsing Kao from NW Bellevue/Clyde Hill

After reading the phase maps, it looks like the plan is to reduce speed and prevent cut thru (Aqua Vista NE 30TH ST / 86TH AVE between 12th and 20th ST - see phase 2). It will make WB 24th / Points +28th the main paths to 84th AVE. WB 24th down the hill at the lights and a right turn onto 84th won't be allowed ONLY on RED 4-7 (not totally prohibited 4-7)

Q&A explains why some restrictions are not allowed.

<http://www.clydehill.org/admin/services/...>

Phase 1

<http://www.clydehill.org/admin/services/...>

Phase 2

<http://www.clydehill.org/admin/services/...>

Phase 3

<http://www.clydehill.org/admin/services/...>

Chuanhsing Kao from NW Bellevue/Clyde Hill

The only change on WB 24th will be "no turn on red weekday 4-7 pm". (not "no turn weekday 4-7 pm") WB 20th will be "no turn weekday 4-7 pm". WB 12th will be "no turn weekday 4-7 pm except bus & HOV".

Jane Cable from NW Bellevue/Clyde Hill

Can someone please explain Chuanhsing Kao's comment? When is the "no-right turn" red and when is it not? How will residents know when it is not "red?" Thank you.

Carl Stork from Yarrow Point

Beware of the unintended or unforeseen consequences of these changes. Restricting WB NE 24th turns to 84th Ave, plus prohibiting left turns from NB 92nd Ave onto Points Drive have the potential to completely clog the Roundabout at 92nd Ave - meaning that WB SR-520 traffic trying to reach homes in the Points communities will lose this route and be forced to detour via surface streets. Changing the 84th Ave WB on-ramp signal timing to lengthen the time it takes to get onto SR-520 enough to truly discourage traffic

to come through our communities will mean that the 84th Ave roundabout continues to be backed up and unusable, and Points Drive and 84th Ave continue to be clogged, and that anyone leaving our communities heading to WB SR-520 will continue to be significantly delayed... The delay to reach the freeway must be long enough to discourage cut-through traffic.

Another impact, as changes move more traffic to use the Bellevue Way on-ramp, is that using SR-520 WB to the 92nd Ave exit becomes more and more difficult, as that entering traffic already dramatically slows the righthand lane we need to exit - and exiting at 108th in order to use NE 24th to reach the Points seems to defeat the purpose of less traffic on NE 24th (or through Aqua Vista).

I went to many meetings with WS-DOT during the design phase of the SR-520 rebuild, and questioned them about how the Roundabouts would function if SR-520 backed up. They deflected the question entirely and claimed that there would never be a backup on the SR-520 onramp unless there were a blocking collision on the bridge. They never modeled or considered the traffic in our neighborhoods.

Here is a more radical idea: How about a substantially increased toll for using the WB 84th Ave on-ramp, which additional toll is waived for vehicles that are registered in the Points communities?

Geoff Lowe from NW Bellevue/Clyde Hill

I really like that idea about raising tolls at the WB 84th onramp, but if looking up registered Points Communities vehicles is difficult, just raise it by \$1. Folks locally wouldn't mind paying a bit for less clogged roads, but it'd be enough for out of community commuters to take the cheaper onramp.

Lyn Adams from NW Bellevue/Clyde Hill

Drue LOL. Dreaming about how to get out of the ticket. I do the exact same thing. I'll be at the meeting. Lived here over 50+ years.

Jane Cable from NW Bellevue/Clyde Hill

I like Carl's idea. If you have a Good to Go account, your address would identify that you lived in the area.

Jim Borgman from NW Bellevue/Clyde Hill

Restricting right hand turns onto 84th should be a non starter. We travel to Seattle several times a month during the 4-7pm time frame and this fix is like putting a fence around the neighborhood.

Chuanhsing Kao from NW Bellevue/Clyde Hill

<http://www.epermitted.com/road-signs/no...>

No Turn on Red

This road sign prohibits drivers from making turns during the red light cycle. Keep in mind that this sign prohibits both left and right turns. You need to wait until the traffic signal changes to green before making a turn.

Chuanhsing Kao from NW Bellevue/Clyde Hill

Q&A explains why some restrictions are not allowed.

City of Clyde Hill – Traffic Study/Plan

FREQUENTLY ASKED QUESTIONS (AND ANSWERS!)

3) Can the City prevent drivers who don't live here from cutting thru Clyde Hill?

Answer: No – all City roads are accessible to the public, whether residents or not.

4) Can the City issue stickers to residents so that the Police Department can easily identify and focus enforcement on non-residents to discourage cut-thru traffic?

Answer: No – that would be unconstitutional and, therefore, against the law.

5) Will the City consider converting my road to a dead-end to prevent cut-thru traffic?

Answer: No – that would decrease travel times for Police Officers, Firefighters and EMS Technicians.

Shelley Dillon from Medina

I live off of 24th in Medina and feel your pain. The back up on 84th has been a problem for many years. The traffic roundabout at the 76 station has done nothing or made it worse . Getting into town on 520 on a weekday evening is stressful. I don't know if there is a solution. It will only get worse.

Geoff Lowe from NW Bellevue/Clyde Hill

@Chuanhsing, I'm not sure if anyone has suggested making Clyde Hill roads private, merely to increase the toll for the 84th onramp. I don't mind the extra dollar during peak hours if I decided on using 84th, and I don't think most Clyde Hill residents would mind either, if the roads became manageable at that hour.

Marnix Bosch from NW Bellevue/Clyde Hill

Recognizing that we all live on public roads, which means that options to selectively restrict traffic are limited, we will need to look at the relative impact on cut-through commuters vs. Clyde Hill (and Medina, and the Points) residents. Phase III, which considers blocking northbound turns from 20th and 24th onto 84th Avenue, just comes across as a blunt instrument from that perspective. It basically means that we cannot get to Seattle from Clyde Hill between 4:00 pm and 7:00 pm ... I agree that there is a need for changes with the current backups on 24th and 84th, but this is not the solution as it punishes local residents as much as it affects the cut-through crowd.

In essence, we are dealing with insufficient traffic capacity and the problem is greater than just figuring out where all these people should drive: it really comes down to where people should live relative to where they work, and the options that need to be provided for transportation. If that sounds like social engineering, so be it! The continued increase in public transport participation in Seattle tells us that we can incentivize people to make different choices with respect to transportation. Not having a dedicated bus lane on the new 520 bridge is clearly a missed opportunity, because seeing buses fly by everyday while you are stuck in your car in traffic does have an effect on people's behavior. And more affordable housing in Bellevue neighborhoods would attract more people to live on the Eastside as well - granted, these are long term approaches to this problem, but I often feel that short term 'solutions' have a tendency to become long-term nightmares.

I presume that most of the cut-through traffic comes from people who work in Bellevue and live in Seattle. For them, the freeway SHOULD be the best option, but clearly right now it is not, and that is a bigger problem than the one that affects our neighborhoods as provision of adequate infrastructure really resides at the state or county level.

I will think about this some more, as we all should. I don't have any solutions handy, just right now the general thoughts I jotted above. But that does not mean that better solutions are not available.

Chuanhsing Kao from NW Bellevue/Clyde Hill

Again, there is no blocking northbound turns from 24th onto 84th Avenue in any phases. It is "NO TURN ON RED".

Jane Cable from NW Bellevue/Clyde Hill

What is the length of the red signal between 4 and 7 pm?

Marnix Bosch from NW Bellevue/Clyde Hill

You are correct – the 'no right turn' applies to traffic coming from 20th, not 24th.

This does not change my perspective by much since it's next to impossible to cut into 24th traffic at that time.

Ronald Ferguson from NW Bellevue/Clyde Hill

Thanks for the correction. But since there's essentially no way any of us at the south end of Clyde Hill can even get to 84th at these hours, all that does is back us up even more. With a No Right Turn at 12th and 20th, I simply can't get down to 84th (without, of course, horrible gyrations). Sorry, but this whole aspect of the plan smells like 3-day old fish.

Renay Bennett from Enatai and Surrey Downs

South Bellevue is facing this same issue when Sound Transit construction starts. We also asked for turn restrictions with resident passes. City of Bellevue told us they couldn't do it either...seems like this should be able to be done since they can issue parking zone permits and only those with parking permits can park there - same

restriction of a public road. I hope that anyone who is supportive of this lets their council and their legislative reps know they support this kind of residential pass. Also, Bellevue never said it was unconstitutional, just there is no precedent.

Sam Hurst from Yarrow Point

The only proposal that makes any sense is the "NO LEFT TURN ONTO POINTS DRIVE" for N/B traffic on 92 nd.

Peggy Cossano from Medina

Medina residents should read and take note...

Carl Stork from Yarrow Point

No Left Turn onto Points Drive for NB 92nd Ave - with the route being through the 92nd Ave Roundabout instead - has the potential to clog the Roundabout and make access and egress intolerable for Yarrow Point - especially when combined with restrictions on NE 24th right turns onto 84th, and prohibition on NE 20th right turns onto 84th, and maybe restrictions on NE 12th right turns onto 84th.

Ronald Ferguson from NW Bellevue/Clyde Hill

I agree, Carl. That tiny, tiny little roundabout at the entrance to Yarrow Point is a little baby in size (for example, compared to what they have in the U.K. for situations such as this), and 4-7PM traffic is likely to swamp it - as you say, in conjunction to how all the rest of the traffic off of Clyde Hill would be routed.

Deborah Thomas from Yarrow Point

Sam the "no left turn onto Points Drive" might make sense to you but if you lived on Points Drive like I do, it makes no sense. This is not a good solution.

John Burnett from NW Bellevue/Clyde Hill

Maybe they just want to force us all to use the expensive roundabout, and cause additional traffic problems.

Deborah Thomas from Yarrow Point

Anyone living on the actual "point" of Yarrow Point (north of the freeway) should consider what the impact is to them if people like me have to go through the traffic circle just to turn around and get to Points Drive and my house. That doesn't even count the number of commuters that will be going through that circle.

Sam Hurst from Yarrow Point

Deborah you are right! The drivers will use the roundabout and there will be gridlock on 92nd Avenue. I was hoping that most of them would then stick to N.E. 24th to get to 84th Ave.

And the "NO RIGHT TURN ON RED" from N.E. 24th onto 84th! What Police Officer has the time to sit there and monitor that?

Deborah Thomas from Yarrow Point

They probably could give a lot of tickets Sam because I've seen some crazy moves by drivers. Sadly this doesn't just impact getting to 520, it keeps us from getting home. From what I am reading in all of this, these changes will merely divert traffic onto Points Drive NE and up through the back side of Medina and down 24th by Wells Medina Nursery. I think this change would make traffic worse than it already is. Evergreen will also turn into a thoroughfare so Medina residents pay attention as someone else noted. I plan to attend the informational meeting tomorrow and hope others do too.

Christine Kozlow from Meydenbauer Bay

Thank you for the information. We would like to attend the meeting tonight. Is it at Bellevue City Hall on NE 10th?

Jane Cable from NW Bellevue/Clyde Hill

Meeting is at the City of Clyde Hill at 9605 NE 24th Street.

Linda Boyd from NW Bellevue/Clyde Hill

Hi Neighbors,

Tonight, 4:30-6:30 p.m., Clyde Hill is holding an "Open House" for people to stop by to comment on the proposed Traffic Management and Safety plan. Please consider attending to offer comments. All of us have been negatively impacted by increased traffic and need to be sure that the 'solution' does not make the problem worse for local residents. In my opinion, speed radar signs are a reasonable reminder to reduce speeding but closing off access to 84th Avenue from streets south of NE 24th would restrict access of area residents to S.R. 520.

I'm perplexed that the city of Clyde Hill did not seek more participation from Clyde Hill and Points Community residents before unveiling a plan.

If you are not able to attend the meeting tonight, please consider contacting Clyde Hill by phone or email: Phone: 425-453-7800 FAX: 425-462-1936 email:

cityhall@clydehill.org

A regular City Council meeting will follow the open house.