

FREQUENTLY ASKED QUESTIONS (AND ANSWERS)

- 1) Why are drivers cutting thru Clyde Hill during rush hour?
 - Answer: Drivers do so because they *believe* it will decrease their commute time or because they are *told* it will. Regarding the latter, there now exists software for computers, smartphones and in-car navigation systems that calculates expected travel times. Whether it is 1 second quicker or 1 hour quicker, the software will always suggest the quickest route. A primary result of this is drivers using backroads to avoid traffic on major thoroughfares like SR-520 or I-90.
- 2) When are drivers expected to stop cutting thru Clyde Hill?
 - Answer: Realistically, given Clyde Hill's strategic location, there will always be a level of cut through traffic. Major events/changes (e.g. light rail, SR-520 bridge completion, tolls) will continue to cause driving behaviors to change, either to the detriment or benefit of Clyde Hill. The City Council recognized this and formed the Council Traffic Subcommittee with the understanding that mitigation of traffic-related issues must and will be an ongoing process.
- 3) Can the City prevent drivers who don't live here from cutting thru Clyde Hill?
 - Answer: No – By law, 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.
- 6) Why isn't the City considering the use speedbumps to slow traffic down and/or discourage cut-thru traffic?
 - Short Answer: The City Council reviewed this tool and came to the decision that there were more effective and appropriate solutions to explore first.
 - Long Answer: Speedbumps only influence driving behaviors in certain circumstances (e.g. speeds over ~30 MPH) and with limited results (e.g. decrease speeds by ~5 MPH in close proximity to them). Speedbumps encourage abruptly braking directly before as well as abruptly speeding up directly after they are encountered, further creating limited results as well as noise issues. Additionally, speedbumps are not easily removed once they are installed.

- 7) What is the purpose of the new speed radar signs?
- Answer: To influence driving behaviors (e.g. slow drivers down) and to collect data (e.g. time, date, speed) in order to continuously monitor City-wide traffic patterns in an effort to guide the City's ongoing decision-making process.
- 8) Will the City be taking pictures/videos using the new speed radar signs?
- Answer: No – the new signs don't have the ability to take pictures/videos.
- 9) Will the City be issuing speeding tickets using the new speed radar signs?
- Answer: No – the new signs don't have the ability to create speeding tickets. However, if a Police Officer observes you are speeding, you may be pulled over.
- 10) Why are you making it harder for people to cut through Clyde Hill – shouldn't you be making it easier?
- Answer: Normally, yes. However, Clyde Hill's situation is unique due to the percentage of cut-through traffic. In other cities experiencing cut through traffic issues, it's not uncommon to see ~60% of traffic flow through a city as non-local. A recent traffic study performed in Clyde Hill showed that more than 80% of traffic cutting through our neighborhood is non-local. Traffic studies have also shown that it takes about the same amount of time to cut through Clyde Hill as it does to use the on ramp on Bellevue Way to reach Seattle. This unusual situation led to the necessity of making it a little harder cutting through Clyde Hill to encourage more traffic to use Bellevue Way.
- 11) When will the City be implementing Phase III?
- Answer: Hopefully never. While the City Council is confident that the traffic calming changes to the City's traffic system will result in meaningful results, the Council simultaneously recognizes that additional changes may become necessary in the future. The mix of ideas identified in Phase III represent a more aggressive approach to traffic management. These ideas are, however, just that – ideas. They are neither approved nor are they under consideration at this time.
- 12) What about the other Point Communities – don't they have a say in all this process?
- Answer: City staff have been sharing information about this Program with the administrative staff of the other Point Communities for several months and will continue to do so. Clyde Hill recognizes that this issue, and any changes made to mitigate it, potentially impacts all the Point Communities and that this Program will work best when it is understood and support by all.
- 13) What is the City planning on doing next with respect to traffic issues?
- Answer: To find out more about what the City's plan is, please visit the City's website, call or just stop by City Hall and ask a staff member.

- 14) I have a comment about the Traffic Program – where should it go?
- Answer: Please email any comments you have to John Greenwood, Assistant City Administrator, at johng@clydehill.org. All comments will be shared with the City Council, the Mayor and City staff involved with the Program.
- 15) I feel as if the City hasn't been communicating enough about this Program. What can I expect to see happen that will address this?
- Answer: The City will be increasing the frequency of its newsletters from four times per year to six times per year. In addition, the City is planning on increasing its social media presence (e.g. Facebook, NextDoor, etc.). Lastly, the City will begin deploying its new mobile LED sign to help get the word out.

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