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TO: Mayor and Council
FROM: Mitch Wasserman, John Greenwood
DATE: August 3, 2017
RE: Traffic Management & Traffic Safety Program – Update

Background:

Earlier this year the Council authorized the implementation of a few steps to help begin managing commuter cut through traffic and speeding in Clyde Hill in a more proactive fashion. 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: *This step has been completed.*

Please note that the City now has an agreement with WAZE and Google Maps to share data as well as provide real-time/future traffic-related information (e.g. road closures).

2. Speed Radar Signs: *This step has been completed.*

The first and second full months of speed data (June and July) have now been processed. These monthly reports will compare the previous month's speed data to the current month's speed data. Quarterly reports will compare the previous quarter's speed data to the current quarter's speed data (note that the first quarterly report will be provided this December). The composition of the annual report is still under discussion, as it will require a review of all speed data as well as traffic counts. Updates will be provided once DKS and City staff have determined how best to analyze the data for easy consumption.

3. Collecting & Displaying Data: *This step has been completed.* See the attached two maps for the months of June and July. Initial comments from Eric Shimizu:

John and Mitch,

Here's my initial assessment. Significant decreases in overall speeds in the area! Lower 85th percentile speeds and lower average speeds :

1: Along 14th, we've seen a significant drop in 85th percentile. Previously at 35.2mph and in the recent recordings, down to 26mph. That's awesome!

2: Along 20th WB: again another dramatic drop in 85th percentile. Previously at 34 mph and now down to 26 mph.

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3. 24th WB: Previously as high as 35.4 mph 85th percentile and we've seen a drop down to 29mph. This is a big improvement on this corridor. Noticeable drops during congested periods (likely PM) down to 10 mph. It's still higher than the posted speed limit but it's significantly better than before.
4. 84th NB: Previous recordings had 85th percentile as high as 40- 41mph. Current information shows the 85th percentile is now closer to 36 mph.
5. 92nd NB: Not a significant change with prior 85th percentile at 32mph, current results show it at 30 mph.
6. 92nd NB: This shows progress. Previous 85th percentile at 33.6mph and latest updates at 28 mph. These are significant decreases in travel velocity.
7. 92nd SB: This location also showed progress. Previous 85th percentile at 32 mph and updated information shown at 28 mph.
8. 92nd NB: This showed continued progress. Previous 85th percentile speeds at 34.4mph and updated information at 28 mph. Average speeds previously at 30mph dropped to 21.1 mph. That's a 9mph drop in average speeds.
9. 92nd SB: This showed close to average. Previous 85th percentile speeds at 28.7mph and updated information at 27 mph. First time new data showed slightly higher 85th percentile speed. Average speeds stayed the same.
10. 96th NB: This is the first data we received and it's promising. The collected 85th percentile speed is 24 mph and it's below the posted speed limit.

4. Ramp Metering Discussions – Data Confirmation: Eric Shimizu has recently received word back from WSDOT that they are interested in pursuing the concept of slowing down the ramp metering on the 84th Lid. Eric is currently on vacation until next week. He will be working alongside staff to feel out next steps with WSDOT as soon as he returns.
5. Mobile LED Sign: *This step has been completed.*
6. Aqua Vista – Stop Sign & Buttons: *This step has been completed.*
7. Turn Restriction – NB 92nd to WB Points Drive: The City has purchased the sign and post. City staff will install this sign in conjunction with WSDOT adjusting the ramp meter rate and the Communication Plan.

Council's Decision.

Informational only – no Council decision required.