



City of Clyde Hill  
**Cut-Through Traffic Management  
& Speeding Plan**

City Council Traffic Sub-Committee Report

1-10-17





# Goals of the Report

**Bring entire Council up to speed on work of the  
Traffic Sub-Committee**

**Make entire Council comfortable enough to direct staff  
on appropriate next steps**

# Problems

- **Cut-Through Traffic (Traffic)**

- Weekdays – PM peak (4-7)
- Tough to get home...Frustrating Inconvenience
- Tough to get on to SR 520...Frustrating Inconvenience
  - Not always a problem

- **Speeding &/or Inattentive Driving (Safety)**

- Commuters – Trucks – “Others”
- – Real (data) vs Perceived (stories) Issues
  - Traffic Study Hot Spots



# 2016 Traffic Study

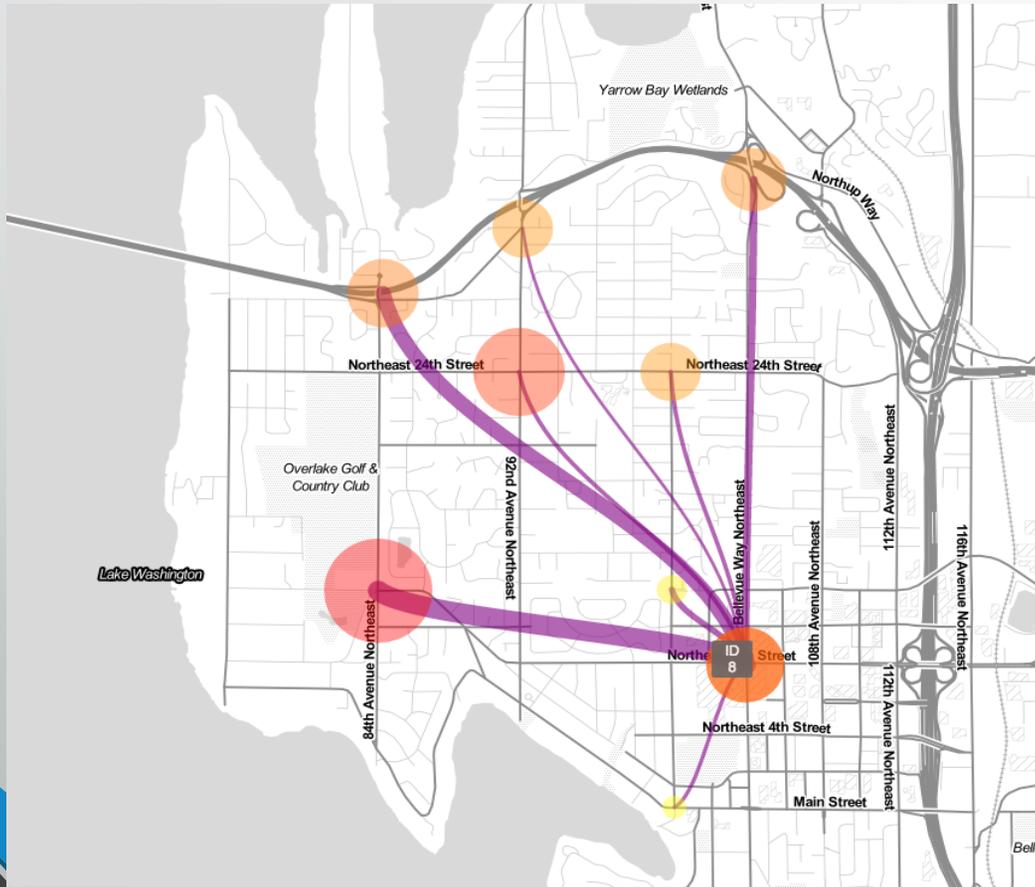
What the survey showed

What are the problems and where (O/D Study)

What the data showed



# 2016 Traffic Study



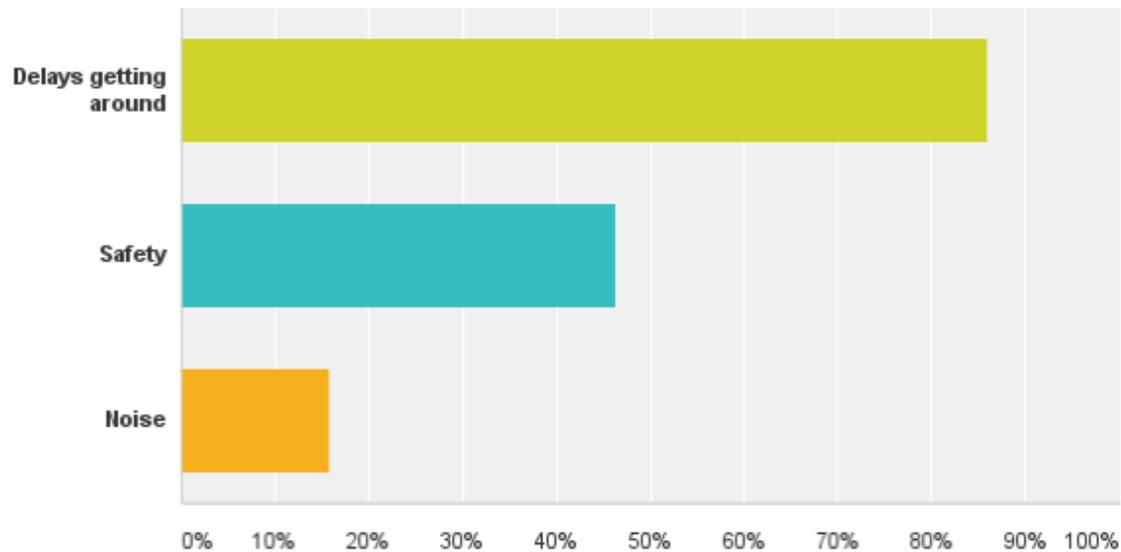
Destination flows for origin at Bellevue Way and NE 8<sup>th</sup> Street

[ Origin-Destination study ]

# 2016 Traffic Study

## Q2 What are your primary concerns about traffic congestion in town?

Answered: 530 Skipped: 28



## Survey Results

### Respondents:

35% Clyde Hill

46% Medina

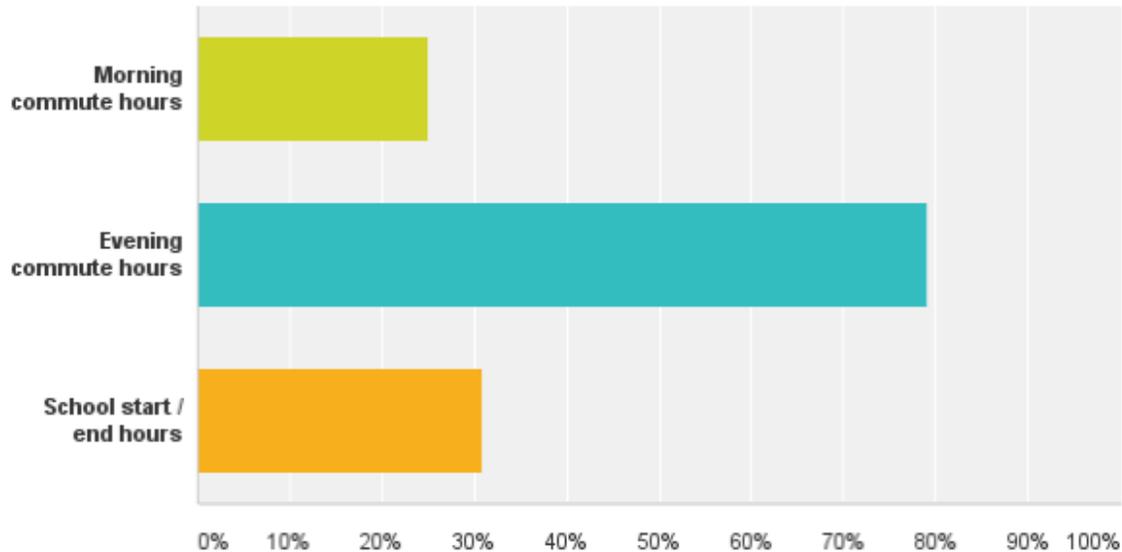
17% Hunts Point

2% Yarrow Point

# 2016 Traffic Study

## Q3 What time of day is most important for you?

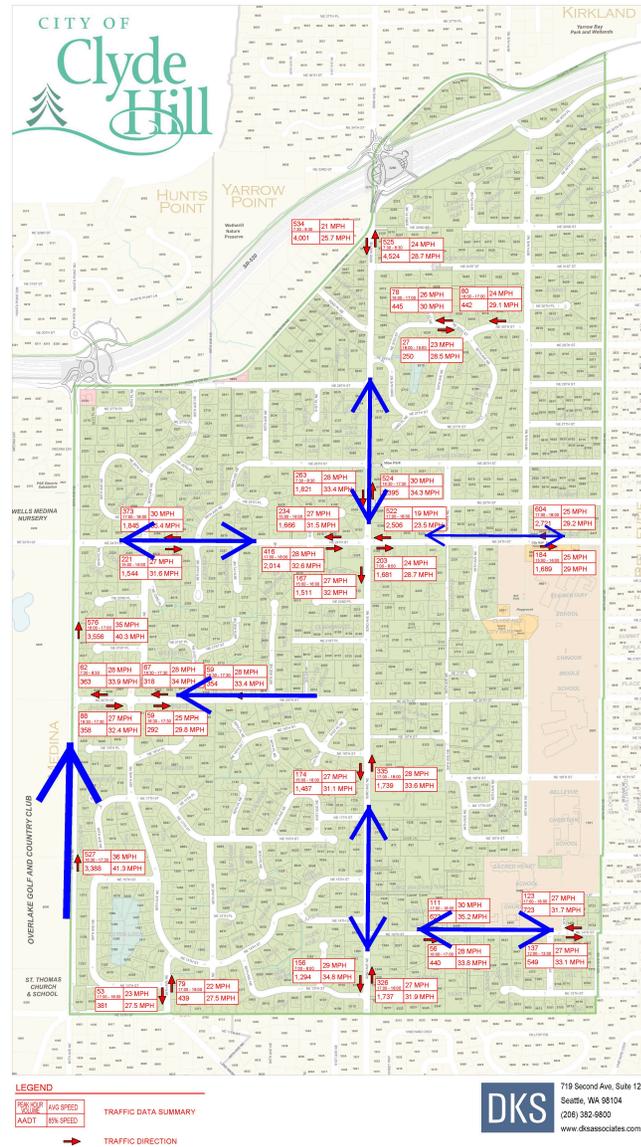
Answered: 546 Skipped: 12



## Survey Results

What safety concerns are most important?:

- #1 Vehicle queues/blocking
- #2 Exiting and entering
- #3 Pedestrian crossing
- #4 Biking along major road



# Traffic Volume & Speed Map

Size of blue arrows signifies the identification /direction of speeding

# Associated Challenges

## **Not a Problem all the Time**

When 520 mainline flows all is well, when mainline is stopped (reasons outside of City control) traffic backs up and frustration builds

## **Greater Use/Reliance on Traffic Apps** (WAZE, Google...)

Apps look for shortest route and don't care about neighborhood consequences

People use w/out thinking

## **Perceived vs Real Speeding Concerns**

"Feeling" traffic is too fast – Speed Studies might show differently

## **Give Us A Sticker – Legal Constraints**

Can't Legally Differentiate between "us and them" – Public Roads

## **Bellevue's Sound Transit Construction**



# Have Tried To Address Problems

Tried Various Cut-Through, Traffic Calming & Ped Safety Ideas

(bollard/intersection improvements, no left turn signs, enforcement...)

Encountered Problem of Balancing Effectiveness of Solutions with  
their Impacts to Clyde Hill Residents

**Solutions *Will* Impact Residents**



# Council Traffic Sub-Committee

**To address concerns, Council authorized 2016 Traffic Study**

Good information & community input

**Following up, formed a Traffic Sub-Committee**

Met multiple times

Good input during meetings

Examined and developed the following

# Traffic Sub-Committee

Looked at specific problems & perceived problems in Clyde Hill

Looked at pros/cons of most traffic calming and traffic management ideas to manage/solve problems

Recognized influence of Bellevue's downtown growth as well as traffic apps as part of the problem...not alone there

Recognized everyone wants a solution that will restrict others but not them...found out City can't discriminate, but can be strategic

Know that everyone has a traffic story to emphasize their problem but wanted this Plan & City actions to be data based

Developed a set of goals & guiding principles for a plan



# Traffic Sub-Committee Objectives

Reduce cut-through traffic

Address traffic volume and traffic safety issues  
(primarily speed) on both arterial and non-arterial roads

# Traffic Sub-Committee Guiding Principles

## **Motivate non-residents not to cut through Clyde Hill during evening rush hour by:**

- Encouraging them to use better alternatives (e.g., Bellevue Way to SR 520)
- Making it harder to cut through Clyde Hill while minimizing any adverse impacts on local residents including neighboring Points cities

## **Residual non-resident traffic to use only arterials while passing through the City**

- (i.e., non-arterials are to be used only by residents for local travel)

# Traffic Sub-Committee Guiding Principles

## **Communicate, Communicate, Communicate**

- Create environment encouraging residents to share their concerns about traffic volumes and traffic safety with the City in an objective and constructive manner
- Be sure the problem is clearly defined. Is it a traffic volume or safety issue (e.g., speed - traffic) or both?
- Develop and review potential solutions with residents. Get support of key local residents for neighborhood projects
- Notify residents of changes proposed for implementation
- If changes implemented, evaluate effectiveness & what, if any, were the negative impacts

# Traffic Sub-Committee Guiding Principles

- Search for solutions that are relatively simple and inexpensive to implement and can easily be removed or modified where appropriate
- Be sensitive to unintended consequences
- Get the message out:
  - (Clyde Hill is not a friendly place for unsafe driving or failure to respect traffic restrictions)
- Increase Police Visibility (especially in pm peak times)
- Increase Signage
  - (e.g., speed trailer, fixed signage such as "Your speed is")

# Traffic Sub-Committee

- Hired Traffic Engineer to help staff develop ideas & management solutions
- Staff/Eric looked at situation from an overall city basis, using the principles
- Examined/refined overall City plan to make it more difficult for commuters (M-F – 4pm-7pm) to cut through community...make it quicker to use Bellevue Way
- Recognized that portions of the Plan would restrict Clyde Hill residents too, so developed a Communications Plan & sequenced ideas in stages to allow for periodic Council evaluation

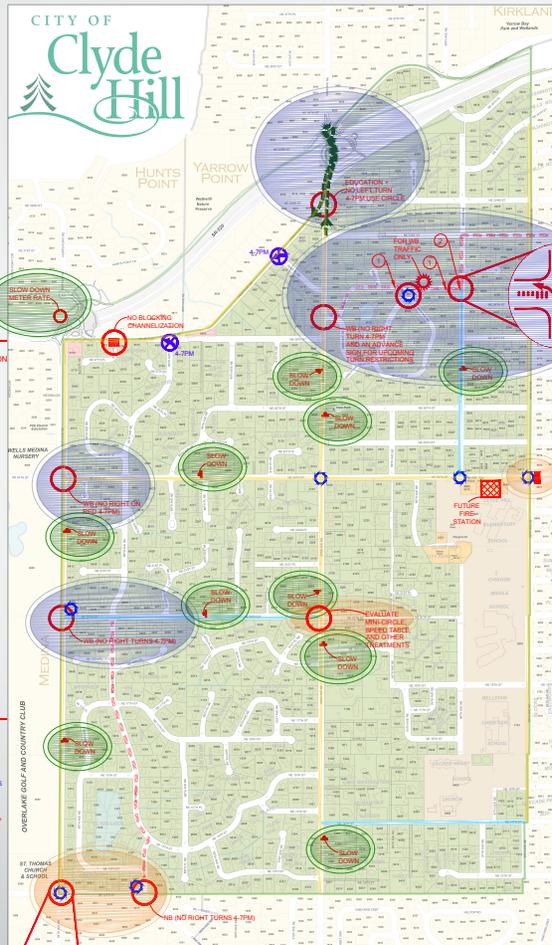
# Cut-Through & Speeding Management Plan

Manages problems on an Overall City Basis

Strategically Sequenced

- 1<sup>st</sup> step immediately helps speeding and will **collect speed/volume data** that will be used for further analysis/decisions
- Subsequent ideas implemented after carrying out a **Communications Plan**
- **Plan will take a lot of time to implement**
  - Will take 3-4+ weeks to gather effectiveness data on any idea...need to analyze
  - Will be chaos/frustration during those 3-4 weeks until behavior is modified
  - May decide to modify/eliminate Plan ideas along the way
  - Must have a clear/unified message to share w/those that are frustrated
- **Ability for Council to analyze & make go/no go decisions in between implementation of ideas**
- **Most of the Plan is budgeted**
  - Except for implementation of new traffic signal (24/98)...also waiting on Medina (24/84)

PHASE 1  
PHASE 2  
PHASE 3



**NOTE**

- 1. EVALUATE TEMPORARY SPEED BUMP INSTALLATION & SPEED TRAILER TO COLLECT DATA
- 2. EVALUATE STOP SIGN WARRANTS AT THIS INTERSECTION

**FUTURE MODIFICATIONS**

1. COMMUNICATION
  - A.) WSDOT - REDUCED RAMP METER RATE @ 84TH WB
  - B.) WJ BELIEVE OTHER LOCAL JURISDICTIONS
  - C.) MOBILE RADIO UPDATES
  - D.) COMMUNICATING TO WAZE AND GOOGLE
  - E.) COMMUNICATION TO LOCAL RESIDENTS SO THEY ARE AWARE OF THE CHANGES FIRST
2. ENFORCEMENT
3. FOCA - PLAN, DO, CHECK, ACT

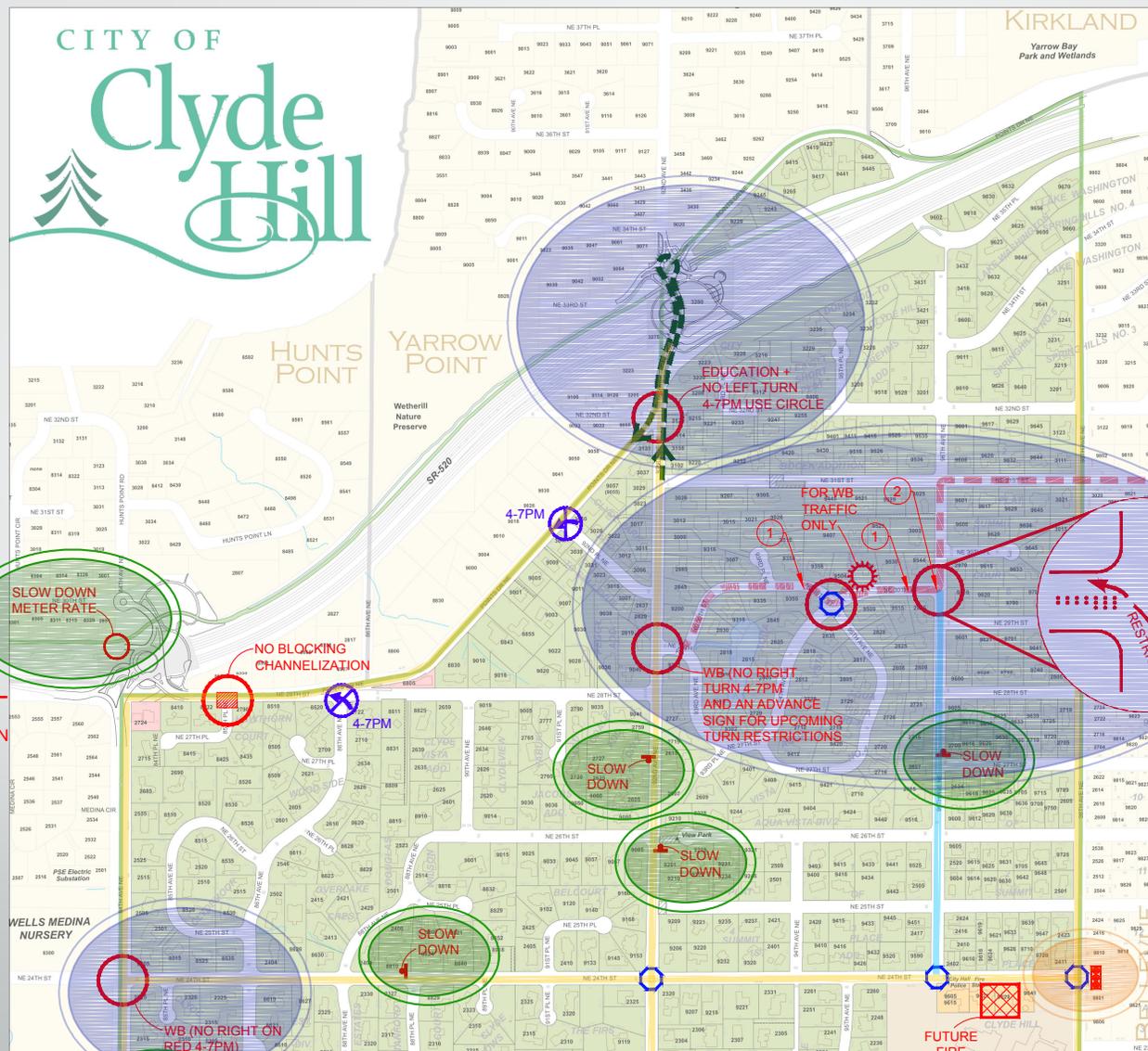
**LEGEND**

- NO RIGHT ON RED/TURN RESTRICTIONS ARE WEEKDAYS 4-7PM
- STOP CONTROLLED IS
- EXISTING TURN RESTRICTIONS WEEKDAYS 4-7PM
- LED FLASHING STOP SIGN
- FUTURE SIGNALIZED STOP SIGN
- LED SPEED SIGN
- CURRENT CUT THRU PATTERN
- ARTERIAL
- SECONDARY ARTERIAL
- NEW TRAVEL PATH THRU ROUNDABOUT

DKS  
719 Second Ave., Suite 125  
Seattle, WA 98104  
(206) 382-9800  
www.dksassociates.com

# Overall Cut-Through Traffic Management & Speeding Plan

**PHASE 1**  
**PHASE 2**  
**PHASE 3**



**NOTE**

- 1 EVALUATE TEMPORARY SPEED BUMP INSTALLATION & SPEED TRAILER TO COLLECT DATA
- 2 EVALUATE STOP SIGN WARRANTS AT THIS INTERSECTION

**FUTURE MODIFICATIONS**

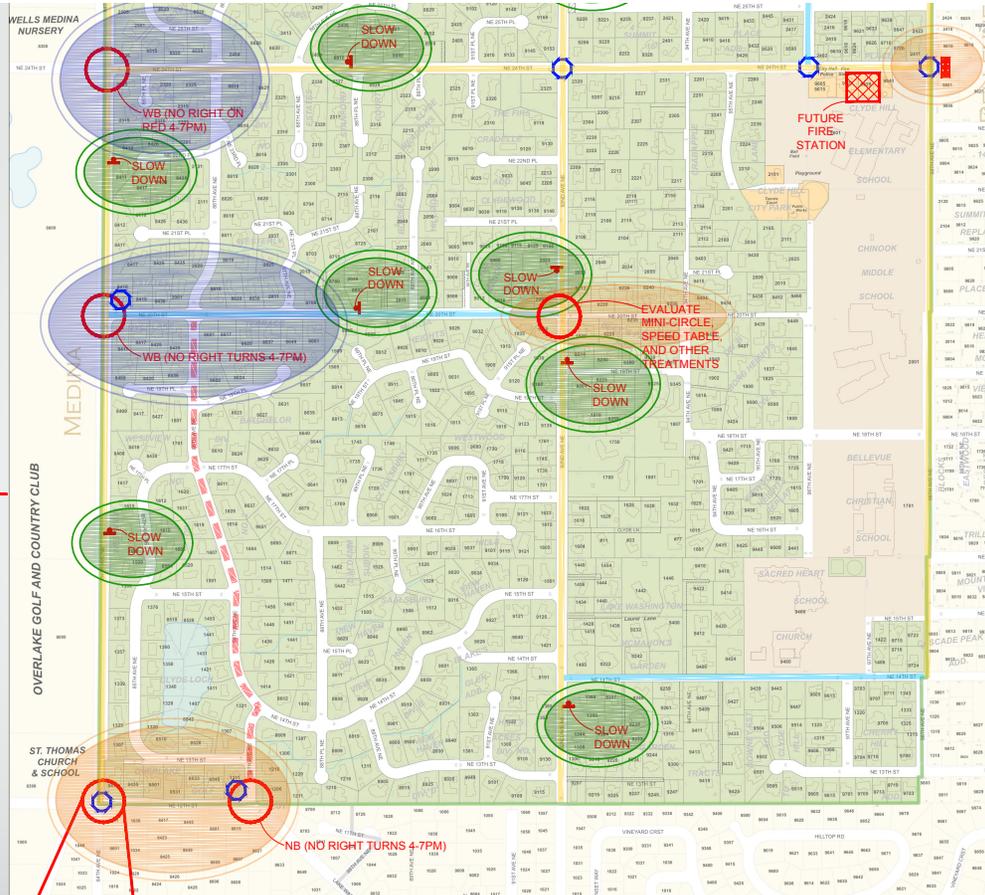
1. COMMUNICATION  
 A.) WSDOT - REDUCED RAMP METER RATE @ 84TH WB

**FUTURE MODIFICATIONS**

1. COMMUNICATION
  - A.) WSDOT - REDUCED RAMP METER RATE @ 84TH WB
  - B.) W/ BELLEVUE OTHER LOCAL JURISDICTIONS
  - C.) MOBILE RADIO UPDATES.
  - D.) COMMUNICATING TO WAZE AND GOOGLE
  - E.) COMMUNICATION TO LOCAL RESIDENTS SO THEY ARE AWARE OF THE CHANGES FIRST
2. ENFORCEMENT
3. PDCA - PLAN, DO, CHECK, ACT

**LEGEND**

-  NO RIGHT ON RED/TURN RESTRICTIONS ARE WEEKDAYS 4-7PM.
-  STOP CONTROLLED IIS
-  EXISTING TURN RESTRICTIONS WEEKDAYS 4-7PM
-  LED FLASHING STOP SIGN
-  FUTURE SIGNALIZED STOP SIGN
-  LED SPEED SIGN
-  CURRENT CUT THRU PATTERN
-  ARTERIAL
-  SECONDARY ARTERIAL
-  NEW TRAVEL PATH THRU ROUNDABOUT



WB BUS AND HOV ONLY 4-7PM WOULD NEED TO OCCUR ONLY AFTER TURN RESTRICTIONS ON 84TH ARE IN PLACE



**FUTURE MODIFICATIONS**

1. COMMUNICATION
  - A.) WSDOT - REDUCED RAMP METER RATE @ 84TH WB
  - B.) WE BELIEVE OTHER LOCAL JURISDICTIONS
  - C.) MOBILE RADIO UPDATES
  - D.) COMMUNICATING TO WAZE AND GOOGLE
  - E.) COMMUNICATION TO LOCAL RESIDENTS SO THEY ARE AWARE OF THE CHANGES FIRST
2. ENFORCEMENT
3. PDCA - PLAN, DO, CHECK, ACT

**LEGEND**

- NO RIGHT ON RED/TURN RESTRICTIONS ARE WEEKDAYS 4-7PM
- STOP CONTROLLED IS
- EXISTING TURN RESTRICTIONS WEEKDAYS 4-7PM
- LED SPEED SIGN
- ARTERIAL
- SECONDARY ARTERIAL
- NEW TRAVEL PATH THRU ROUNDABOUT





- FUTURE MODIFICATIONS**
1. COMMUNICATION
    - A.) WIDTH - REDUCED RAMP METER RATE @ 84TH WB
    - B.) WB BELLEVUE OTHER LOCAL JURISDICTIONS
    - C.) MOBILE RADIO UPDATES
    - D.) COMMUNICATING TO WAZE AND GOOGLE
    - E.) COMMUNICATION TO LOCAL RESIDENTS SO THEY ARE AWARE OF THE CHANGES FIRST
  2. ENFORCEMENT
  3. PDCA - PLAN, DO, CHECK, ACT

- LEGEND**
- NO RIGHT ON RED/TURN RESTRICTIONS ARE WEEKDAYS 4-7PM
  - STOP CONTROLLED WB
  - EXISTING TURN RESTRICTIONS WEEKDAYS 4-7PM
  - LED FLASHING STOP SIGN
  - FUTURE SIGNALIZED STOP SIGN
  - ARTERIAL
  - SECONDARY ARTERIAL
  - NEW TRAVEL PATH THRU ROUNDABOUT



**DKS** 719 Second Ave, Suite 1250  
Seattle, WA 98104  
(206) 352-8900  
www.dkssociates.com

# Communications Plan

Clyde Hill residents need to know about the Plan and sequencing ideas

Other Points cities/towns should be made aware of the Plan

- **Open Sub-Committee meetings** during development of plan
- **Use of City website** to communicate the Plan and outreach opportunities
- **Use of social media** to communicate the Plan and outreach opportunities
- **Special 1-topic Newsletter** mailed to Clyde Hill residents
- Develop a short **video to describe the Plan**
  - Can be placed on City website, TV, Facebook, Police Sentinel or linked to others sources
- **Mobile LED Sign/AM Transmitter** possibly use to communicate traffic updates &/or up-coming events
- **Community Open House** before implementation of restrictions
  - With boards/information to view (Sub-Committee/staff available to answer questions and receive comments)
- Opportunity for Council to **evaluate the effectiveness of each phase before a next one is implemented**
  - Would take place at a Council meeting or a Sub-Committee meeting



# Key Elements of Success

*Engineering*  
**Education**  
*Enforcement*

It will take all 3 to be successful

# How To Measure Success

New solar speed signs will collect both traffic speeds and traffic volumes  
This information will allow evaluation before/after impacts of new plan elements  
Will collect and use the following to evaluate effectiveness:

## Speed

- o Average speed
- o 85<sup>th</sup> percentile
- o % of cars traveling at no faster than 5MPH over the speed limit

## Volumes

- o AADT
- o Weekday traffic average
- o Weekday PM traffic 4-7pm total
- o Weekday Peak hour traffic  
(noting the peak hour)

## Cut-Through Traffic

- o Difference (#) between peak 4-7 PM count (towards 520) and the 4-7 PM count on a similar peak average count.
  - The 7-9 AM count will serve as a lowest end variable...will have a larger delta when the counts are compared
  - Comparing w/the average will provide the other end of the spectrum showing the total cut through is somewhere in-between these numbers

Not yet sure how or if we even want to keep track of weather or other outside influences like a sporting event or a traffic jam on I-5

# Council's Decision

**Decide whether more work needs to be done on any part of the Plan & if so, describe**

**If comfortable w/Plan and direction then:**

**Consider a motion to authorize the staff to purchase 10 speed signs, implement a Communications Plan and investigate WSDOT's willingness to slow down the metering on the SR 520 ramp meter**