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TO: Traffic Sub-Committee
FROM: Mitch Wasserman
DATE: April 18, 2017
SUBJ: TRAFFIC SUB-COMMITTEE MEMO

BACKGROUND:

On April 11, 2017, the City held an open house for interested people to learn more about and comment on the City's proposed Traffic and Speed Management Plan. Although hard to determine the actual number of attendees at an open house, judging from the comments and the activity in the room I'd say it was a successful event. Later that evening, the Council scheduled a subsequent Traffic Sub-Committee meeting to go over the comments, confirm the locations for the proposed speed radar signs and confirm next steps.

The attached packet is for the April 20th follow-up meeting. Because of the short turnaround time between meetings, some of the written information will be provided either at the meeting or verbally as a report at the meeting.

OPEN HOUSE COMMENTS:

John was able to copy or summarize the open house comments for your review in this packet. In addition, he also attached comments from before the open house that are included as additional information at the end of the packet. Many of the comments from before the meeting you may have already seen and a good deal of the questions or misinformation was addressed at the open house.

In addition, there are also a few other comments and an associated article from KOMO news that are attached.

SPEED SIGN LOCATIONS:

Based on the comments from the open house, Rick's discussions with residents and the Council's subsequent discussion, Eric was able to revise a Phase 1 exhibit for further discussion and confirmation. The following is a summary of what changed:

- Rick has been able to talk with most of the residents adjacent to the proposed sign locations but not all. The revised map shows the confirmed locations in green, the locations still needing a resident discussion or confirmation in light purple and a few yellow highlighted areas for alternative locations we can discuss at the meeting.
- Added a sign on WB on 14th. The placement of the sign is just west of the Sacred Heart driveway where there is a paved planter strip adjacent to the sidewalk.

Although there was some interest for an EB sign on 14th, that section of road has less right-of-way than normal severely restricting a good place for an EB sign. In that the Plan is designed to manage and slow cut through traffic, the WB direction is much more important for a sign location and data gathering.

- Determined to keep the sign on NB 96th. Over the years, the City has received overwhelming interest in reducing cut through traffic and speeds down the hill on 96th. For the only time the staff can remember in 30 years we heard from someone in the neighborhood (at the open house) that didn't want any further speed control attention to this area, all other conversations promoted any speed reduction activity. Additionally, the elimination of this sign would leave a gap in the data gathering and evaluation of the Plan.
- Determined that the two signs on 84th could be consolidated down to one sign since 84th has limited access and does not have frontages with driveways. The additional sign could then be relocated to WB 14th to address the comments received and also provide the City with more data from 14th. The remaining 84th sign could also be best optimized by moving it between the two previous locations, just south of 20th, to provide some NB speed reduction before 24th.
- Based on community suggestion, the WB 20th sign was relocated further east to the property shown on the updated drawing.

Rick is still in the process of completing his neighbor discussions and will be prepared to discuss the results of those conversations with the group at the meeting. During his meeting, Rick has been showing people the attached picture of the radar signs.

NEXT STEPS:

With the Council's confirmation, the staff will coordinate the installation of the 10 solar radar speed signs. Installation should begin within a few weeks from the City's notice to proceed. It will also take a few weeks to complete the installation.

Once the signs are installed, the City will begin to collect and then map 4 weeks of baseline data that will be used for evaluating any further Plan actions. With this information and further discussions with the Points communities & WSDOT, the next Council decision will be to confirm implementation of the ramp meter action and the timing of a restricted left turn (NB 92nd)

The staff will also be working on other Plan elements that include:

- Coordinate a joint Points community WSDOT request to reduce the ramp meter rate (Eric will report on his analysis at the meeting)
- Evaluate further options to ramp meter adjustment (4 way stop – reduce speed)
- Work w/Google and Waze to make them aware of the community's Plan
- Develop a communications strategy to use the City's mobile LED sign
- Keep website current with subsequent information and developments
- Data collection for possible traffic signal at 98th/24th
- Enhanced traffic enforcement in key areas of the City
- Installation of flashing stop sign & buttons in the Aqua Vista area

DATA COLLECTION & EVALUATION:

We thought it would be important to include this section for the meeting as a reminder of a basic Plan principle and to update the group on the City's efforts to work with Google and Waze. Included in this section is a memo from John explaining the community coordination process with Google and Waze. I will also be prepared to report on some comments received from my discussions with the other Points Communities.

COUNCIL'S DECISIONS:

- Confirm the locations for the solar speed signs.
- Provide the staff with any further direction on the Plan's implementation.
- Prepare to report back to the full Council at the May 9th meeting.