

District 3 Neighborhood Meeting Report

11/28/2012

6:30pm

South Hill Mall

Citizens attending: Approximately 43

Hosting Council: Councilmembers Boyle, Swanson, Vermillion

Other Council: Councilmember Knutsen

City Staff: City Manager Bill McDonald, Police Chief Bryan Jeter, Community Relations Coordinator Melanie Harding

Citizen Comments & Follow Up

- **Shaw Road Congestion since the extension was completed**
 - *Citizen asked the city to consider signalization or re-striping to add center turn lane from where it widens (23rd to 39th?)*
 - *Has traffic light sequencing been looked at?*
 - *Are other options being considered?*

Public Works has been exploring options to reduce Shaw Road traffic congestion. Recently, signal timings were adjusted along Shaw Road at 23rd Avenue SE to address concerns received from a few residents in that area. The signals seem to be set now in a way that maximizes traffic flow. Adding a turn lane would help the minor street traffic to safely enter/leave Shaw Road; however, this type of addition would only be possible if there are revenues to cover "Tier II" projects in the City budget. At the point that Tier II funding becomes available, adding lanes is prioritized to occur after the deferred street maintenance.

- **Could a Deer Xing sign be installed at 23rd Ave SE and Shaw?**

Traffic Engineer Analysis was completed and two deer crossing signs were installed.

- **A citizen expressed concerns with a light pole and its impact on visibility at the intersection of Shaw and 33rd Ave SE/106th St E. Can the City do anything to improve the situation?**

Traffic engineering worked with a concerned citizen in March 2012 regarding this street light pole and sight distance concerns. She was concerned about the sight distance from the existing stop bar location on the side street. I concur with her that all westbound drivers at this intersection would need to pull forward past the stop bar to make a safe left/right turn. It is legal to stop at the stop bar to allow any pedestrians to cross 33rd Avenue SE and then proceed toward Shaw Road for improved visibility before either making a left or right turn. The city could move the stop bar further closer to Shaw Road but currently there exists pedestrian handicapped ramps just beyond the stop bar (as shown in the image below). If we move the stop bar, we would need to relocate those ramps closer to Shaw Road and currently our Streets Department does not have funding to make these revisions.

The existing street light pole on the southeast corner is not impeding sight distance and

there exists a shoulder adjacent to the pole that acts as a buffer for the street light pole. In the future, when Shaw Road is rebuilt, the street light pole will be relocated behind the sidewalk. Trees within the sight distance triangle were under the 42-inch height limit.



- **Citizen expressed appreciation for the for the 4-Way stop at 23rd & 7th. Can another be added at 23rd & Forest Green?**
The location does not meet the traffic volume levels that would trigger installation of a 4-way stop. The speed trailers were put out in the weeks following the district meeting, and increased traffic enforcement was conducted near the intersection during commute hours.
- **On Wildwood Park Drive (at intersection with new signal) a high school student reports insufficient turning radius for her bus. Can this be looked at?**
Outreach to School District regarding turn radius was successful in March 2013. Field Analysis was done with a bus on site. An optional stop bar relocation could have some benefit, and staff is currently evaluating the budget impact and available funds to relocate the stop bar, relocate the left-turn arrow and 'ONLY' markings, and make changes to the video detection zone that triggers changes in the stop light.
- **Reopening 21st St SE. What options have been explored for re-routing/re-opening this road? What factors caused its closure?**
This road was closed in approximately the 1980s due to a fatality accident involving youth driver(s) who were exceeding the speed limit. The city has no intent to reopen the road. Alternatives in that area have not been explored, as they are likely to be cost prohibitive.

- **Costco non-signalized ingress/egress where pork chop was installed: Illegal turns continue. Would it be advisable to use other options to restrict how the turn lane can be used in this area?**

After Traffic Engineer Review, a request was forwarded to our Streets Division to make minor signage/stripping changes near this driveway to include relocating the TWLTL arrows, relocating the existing TWLTL sign, extending the white line, and relocating the RIGHT TURN ONLY sign on the driveway entrance. This work has been completed by our Streets Division. In addition, as part of the 39th Ave SW widening project that is scheduled for next year, a concrete curb will be designed and installed to restrict left turns in and out of Costco's driveway.

- **A crosswalk on 31st Ave. SE where the kids exit Ferrucci into the development: Citizen concern with safety due to drivers speed up the hill from Cherokee Park Blvd.**

Pedestrian Traffic Count took place in late February, and evaluation is underway.

- **Extensive discussion of a potential Halfway House took place.**

State Representative Hans Zeiger answered questions related to state legislation currently being considered on this issue. The Councilmembers discussed the current moratorium in place on Halfway Houses within City residential zones.

- **Citizen questions related to Clarks Creek Watershed were answered by Councilmember Vermillion**

- **Semi-truck Parking**

The Police Department continues their communications with private property owners that are allowing this type of activity.