Council Meeting Date: January 28, 2008 **Agenda Item: 7(d)**

CITY COUNCIL AGENDA ITEM

CITY OF SHORELINE, WASHINGTON

AGENDA TITLE:	Ordinance Amending Speed Limits and Resolution Amending the Transportation Master Plan
DEPARTMENT:	Public Works
PRESENTED BY:	Mark Relph, Director of Public Works Jesus Sanchez, Operations Manager Rich Meredith, City Traffic Engineer

PROBLEM/ISSUE STATEMENT

This report is a follow up to the staff report presented at the City Council meeting of September 17, 2007. At that meeting, council directed staff to return with an ordinance amending the speed limits as discussed in that report, and a resolution amending the Transportation Master Plan to reclassify three roadway segments which had also been identified in the same report.

Attached is Ordinance 491 amending the speed limits on certain city streets, and Resolution 269 amending the Transportation Master Plan. The key categories mentioned in this report for council consideration are:

1. Speed Limit Changes; will reduce speeds from 35 miles per hour to 30 miles per hour along three road segments which in addition to the analysis ,is supported by the affected communities
2. Reclassifications; reclassifies roadways to properly align the posted speed limits with how they function.
3. Additions to the ordinance; address roadway segments currently not included in the ordinance, but currently have posted speeds and appear appropriate at this time. This item is more a "house cleaning" measure to up-date the ordinance to include all roadway segments with in the City of Shoreline.

RECOMMENDATION

Staff recommends that Council adopt the Ordinance 491 amending the speed limits on selected roadways in the City of Shoreline, and Resolution 269 amending the Transportation Master Plan to show the reclassifications for three roadway segments.

Approved By: City Manager City Attorney

INTRODUCTION

This report is in response to the modifications to posted speed limits and street classifications adopted by the City Council September 17, 2007.

The purpose of this report is to implement these changes through attached Ordinance 491 and Resolution 269.

Attachment A is a map of the affected roadway segments.

BACKGROUND INFORMATION

In June, 2003, the City of Shoreline began the process of updating its Transportation Master Plan (TMP). The TMP looked at the existing arterial street network, and came back with two recommendations. The first recommendation was modifications to the types of roadway classifications. Second was a reclassification of a number of roadways. These recommendations were adopted by the City Council on June 6, 2005.

The next step was a preliminary review of the operation of the arterial streets. That review looked at the posted speed limit, operating speeds, volumes, and identified roadways where changes in the posted speed limit might be appropriate. The first phase of the review was presented to the City Council on July 17, 2006. On January 7, 2007, a follow up report was presented. It included the first group of roadways studied for possible speed limit changes.

Modifications to the posted speed limit were approved for the following roadways:

- 8th Ave NW between NW 205th St and NW Richmond Beach Rd
- 3rd Ave NW between NW 205th St and NW Richmond Beach Rd
- N 185th St between Fremont Ave N and 1st Ave NE
- 24th Ave NE between 15th Ave NE and 25th Ave NE
- 10th Ave NE between NE 155th St and NE 175th St
- NW Innis Arden Way between 10th Ave NW and Greenwood Ave N
- N 160th St between Greenwood Ave N and Dayton Ave N

The approved changes were adopted April 23, 2007 by amending Ordinance 491. Additional follow-up reports relating to phase two of the study were presented March 5, 2007, and September 17, 2007.

In evaluating the operating speeds, the commonly used measure is the 85% (85 percentile) speed. The 85th percentile speed is the speed at which 85% of the vehicles are traveling at or below. One reason for using this measure is that

studies have found that most drivers will travel at a speed that feels comfortable for them. Based on those findings, the normal method of setting a speed limit on a roadway is to use the 85% speed as a starting point, then consider additional factors such as land use (neighborhoods, schools, etc), roadway geometrics (hills and curves), collision records, and street classification in applying engineering judgment to determine an appropriate speed limit.

With the exception of Aurora Ave N and Ballinger Way NE, the speed limits on city streets are specified by ordinance, which is passed by the City Council. Because Aurora Ave N and Ballinger Way NE are state highways, and that Aurora Ave N is also a highway of statewide significance, changes to the speed limit on these two roadways must also be approved by the Secretary of Transportation for the State of Washington.

DISCUSSION

For the first phase of the review, data was collected on all the arterial roadways. Staff analyzed the data comparing current speeds and volumes to the street classification. Roadways that were operating outside the range of suggested parameters were chosen for a more detailed review in the second phase.

The second phase review evaluated the list of roadways identified in the first phase, and also included roadways specifically asked for by residents. This evaluation looked at operating speeds and volumes, and also considered other factors, including the collision history, roadway geometry, land use, pedestrian activity, parking activities, etc.

Another part of the second phase review was the collection of public input. Staff hosted five public meetings to discuss details of the study, and to gather feedback and comment from residents about the operation of arterial roadways. 95 people attended the meetings, while others chose to call staff directly and send comments through e-mail and the website. The comment cards distributed included a question as to whether they supported lower speed limit, higher speed limit, or no change on their street. The tabulated results are as follows:

	Raise speed limit no more than 5 MPH	Lower speed limit no more than 5 MPH	Maintain existing speed limit	No Opinion
TOTAL	19	33	60	6

Lastly, staff worked with Shoreline police to develop a final list of roadways for consideration of adjusting the posted speed limit.

FINDINGS

The presentation to council on September 17, 2007, noted that overall the evaluations determined the existing posted speed limits are appropriate for most of the roadways reviewed. Of the changes recommended, they were categorized into three sections: 1) a lower speed limit based upon engineering analysis, 2) reclassification of streets based upon how they function, 3) additional streets currently not included in the existing speed limit ordinance. The proposed changes are:

1. Speed Limit Changes:

- Dayton Ave N between Carlyle Hall Rd N and N Richmond Beach Rd
- 15th Ave NE between NE 196th St and Ballinger Way NE
- N/NE 155th St between Aurora Ave N and 15th Ave NE

These roadways are currently posted at 35 MPH. The evaluation analysis suggests that a 30 MPH speed limit may be a better speed limit overall on these streets. It should be noted that public comments received for these three roadways all supported lowering the speed limit 5 MPH.

2. Reclassifications:

The study also identified some roadways that, while the posted speed limits are reasonable, these streets should be considered for reclassification due to connectivity and existing speed and volumes. These roadways are shown below:

- NE Perkins Way between 15th Ave NE and 21st Pl NE – currently classified as a local street, yet looks and functions as a collector arterial.
- NE 168th St between 15th Ave NE and 25th Ave NE - currently classified as a local street, yet looks and functions as a collector arterial or a neighborhood collector.
- 1st Ave NE between NE 145th St and NE 155th St - currently classified as a local street, yet looks and functions as a collector arterial.

3. Additions to Ordinance (house cleaning)

Lastly, staff discovered four roadway segments with a different posted speed than designated by ordinance.

- 25th Ave NE between Ballinger Way NE and NE 205th St
- 19th Ave NE between 15th Ave NE and Ballinger Way NE
- 19th Ave NE between Ballinger Way NE and NE 205th St
- Ballinger Way NE from NE 205th Street to 25th Ave NE

25th Ave NE and 19th Ave NE are currently posted at 30 MPH, yet are not listed in the ordinance. The evaluation shows that 30 MPH would be an appropriate speed limit at this time, so these three segments should be considered for inclusion in the speed limit ordinance. Ballinger Way NE is currently posted at 40

MPH, yet not listed in the ordinance. It should also be included with these editorial changes.

CONCLUSIONS

Many of Shoreline's roadways are functioning as intended. However, there are some that can and should be changed to meet the needs of users of the transportation system, be in compliance with our roadway classification system, and still maintain the necessary level of safety. Adjusting some of the speed limits on Shoreline's arterials to make them consistent with the roadway classification can have several benefits. These include helping improve driver compliance with the posted speed, and reduce delay and cut-through traffic in some neighborhoods.

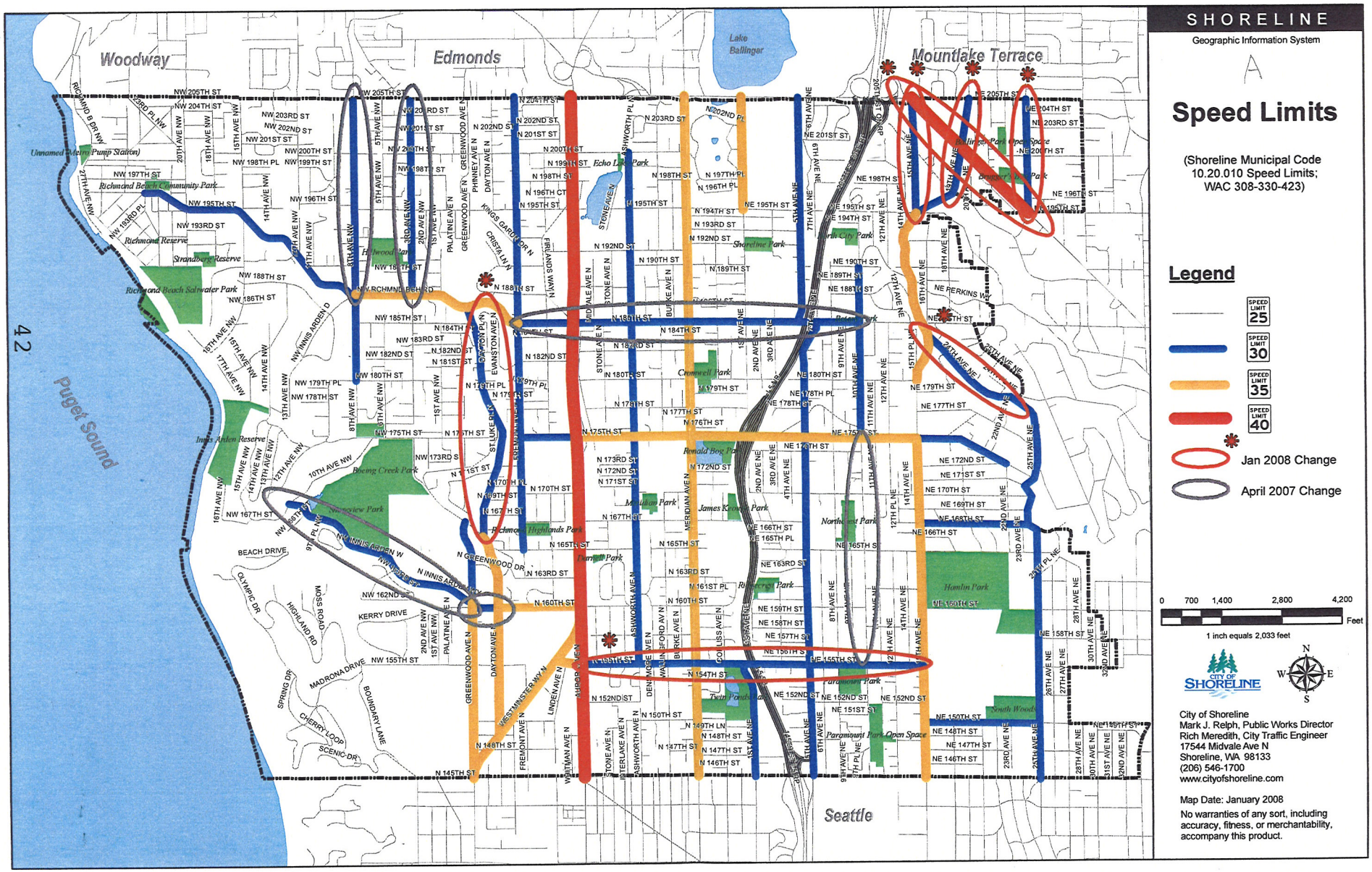
Such changes could also require some capital improvements to maintain or improve the safety for all users of the roadways. Such improvements can reduce the need for extra police enforcement, freeing up those resources to be used at other problem areas.

Through the data developed, we identified some of the areas with the worst speeding problems. The police department is using this information to target speed enforcement. However, enforcement is not likely to completely achieve a change in driver behavior in the long term.

Staff will continue to work with neighborhoods to ensure understanding of the process and the effects from any speed limit change recommendations. In addition, staff will monitor the proposed changes to see if physical improvements may be necessary beyond enforcement to achieve a reasonable level of compliance (i.e. the 85th percentile within 5 mph of the posted speed limit).

Attachments

Attachment A - Map of affected roadway segments
Attachment B - Amended Ordinance 491
Attachment C - Resolution 269
Attachment D - Map of revised street classifications



Attachment A

ORDINANCE NO. 491

AN ORDINANCE OF THE CITY OF SHORELINE, WASHINGTON, AMENDING THE SPEED LIMITS ON CERTAIN CITY STREETS AND AMENDING SECTION 10.20.010 OF THE SHORELINE MUNICIPAL CODE

WHEREAS, WAC 308-330-423, as adopted by Shoreline Municipal Code 10.20.010, authorizes the City to decrease and increase maximum speed limits on City streets after an engineering and traffic investigation by the traffic engineer; and

WHEREAS, the City Council considered the engineering and traffic investigation on July 17, 2006, May 7, 2007 and September 17, 2007;

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF SHORELINE, WASHINGTON, DO ORDAIN AS FOLLOWS:

Section 1. Shoreline Municipal Code Section 10.20.010, Speed Limits, is hereby amended to read as follows:

WAC 308-330-423 is adopted to establish rules governing motor vehicle speed within the city; provided, that the speed limit for all streets within the city shall be 25 miles per hour, except as designated below:

A. 30 Miles Per Hour.

NW 196th Street from 23rd Avenue NW to 20th Avenue NW;
NW 195th Street from 20th Avenue NW to 15th Avenue NW;
NW Innis Arden Way from Greenwood Avenue North to 10th Avenue NW;
NW Richmond Beach Road from 15th Avenue NW to 8th Avenue NW;
North 160th Street from Greenwood Avenue North to Dayton Avenue North;
North 175th Street from Fremont Avenue North to Aurora Avenue North;
North 185th Street from Fremont Avenue North to 1st Avenue NE;
North 150th Street from 15th Avenue NE to 25th Avenue NE;
North 155th Street from Aurora Avenue North to 1st Avenue NE
NE 155th Street from 1st Avenue NE to 15th Avenue NE;
NE 168th Street from 15th Avenue NE to 25th Avenue NE (south leg);
NE 175th Street from 15th Avenue NE to 22nd Avenue NE;
NE 185th Street from 1st Avenue NE to 10th Avenue NE;
8th Avenue NW from NW 180th Street to NW Richmond Beach Road;
8th Avenue NW from NW Richmond Beach Road to the northerly city limits (NW 205th Street);
Greenwood Avenue North from NW Innis Arden Way to North Carlyle Hall Road;
Dayton Avenue North from Carlyle Hall Road N to N Richmond Beach Road;

Fremont Avenue North from North 165th Street to the northerly city limits (North 205th Street);
Ashworth Avenue North from North 155th Street to North 200th Street;
1st Avenue NE from the southerly city limits (NE 145th Street) to NE 155th Street;
3rd Avenue NW from Richmond Beach Road NW to the northerly city limits (NW 205th Street);
5th Avenue NE from the southerly city limits (NE 145th Street) to the northerly city limits (NE 205th Street);
10th Avenue NE from NE 175th Street to NE 190th Street;
15th Avenue NE from NE 196th Street to Ballinger Way NE
19th Avenue NE from 15th Avenue NE to NE 205th Street
24th Avenue NE from 15th Avenue NE to 25th Avenue NE;
25th Avenue NE from the southerly city limits (NE 145th Street) to NE 178th Street.
25th Avenue NE from Ballinger Way NE to NE 205th Street

B. 35 Miles Per Hour.

NW Richmond Beach Road from 8th Avenue NW to Fremont Avenue North;
North 175th Street from Aurora Avenue North to Interstate 5;
NE 175th Street from Interstate 5 to 15th Avenue NE;
North 160th Street from Dayton Avenue North to Aurora Avenue North;
North 155th Street from Westminster Way North to Aurora Avenue North; ~~1st Avenue NE;~~
~~NE 155th Street from 1st Avenue NE to 15th Avenue NE;~~
Greenwood Avenue North from the southerly city limits (North 145th Street) to NW Innis Arden Way;
Westminster Way North from Greenwood Avenue North to Aurora Avenue North;
Dayton Avenue North from Westminster Way North to Carlyle Hall Road N ~~NW Richmond Beach Road~~;
Meridian Avenue North from the southerly city limits (North 145th Street) to the northerly city limits (North 205th Street);
1st Avenue NE from NE 195th Street to the northerly city limits (NE 205th Street);
15th Avenue NE from the southerly city limits (NE 145th Street) to NE 175th Street;
15th Avenue NE from NE 180th Street to NE 196th Street ~~the northerly city limits (NE 205th Street).~~

C. 40 Miles Per Hour.

Aurora Avenue North from the southerly city limits (North 145th Street) to the northerly city limits (North 205th Street).
Ballinger Way NE from the northerly city limits (NE 205th Street) to the easterly city limits (25th Ave NE);

D. 45 Miles Per Hour.

[Reserved].

Section 2. Severability. Should any section, paragraph, sentence, clause, or phrase of this ordinance, or its application to any person of circumstance, be declared unconstitutional or otherwise invalid for any reason, or should any portion of this ordinance be preempted by state or federal law or regulation, such decision or preemption shall not affect the validity of the remaining portions of this ordinance or its application to other persons or circumstances.

Section 3. Effective Date and Publication. This ordinance, or a summary thereof, shall be published in the official newspaper of the City, and shall take effect five (5) days after the date of publication.

PASSED BY THE CITY COUNCIL ON JANUARY 28, 2008.

Mayor Cindy Ryu

ATTEST:

Scott Passey
City Clerk

APPROVED AS TO FORM:

Ian R. Sievers
City Attorney

Date of Publication:
Effective Date:

RESOLUTION NO. 269

A RESOLUTION OF THE CITY OF SHORELINE, WASHINGTON AMENDING THE TRANSPORTATION MASTER PLAN TO RECLASSIFY TWO LOCAL STREETS TO COLLECTOR ARTERIALS AND ONE LOCAL STREET TO NEIGHBORHOOD COLLECTOR ARTERIAL

WHEREAS, the City's Transportation Master Plan was adopted on July 11, 2005; and

WHEREAS, federal and state guidelines require that streets be classified to reflect their pattern of daily traffic volume; and

WHEREAS, the Transportation Master Plan defines Local Street as those streets providing local access to residential areas; and

WHEREAS, the Transportation Master Plan describes the functions of a Collector Arterials as serving community centers and businesses, channeling traffic from Neighborhood Access streets to Minor or Principal Arterials and accommodating medium length trips and having volumes between 3,000 and 9,000 vehicles per day; and

WHEREAS, the Transportation Master Plan describes the functions of Neighborhood Collector Arterials as serving residential areas, channeling traffic from Local Streets to Collector Arterials and accommodating shorts trips and having volumes less than 4000 vehicles per day; and

WHEREAS, the Transportation Master Plan classifies NE Perkins Way between 15th Avenue NE and 21st Place NE, NE 168th Street between 15th Avenue NE and 25th Avenue NE, and 1st Avenue NE between NE 145th and NE 155th Street as Local Streets; and

WHEREAS, NE Perkins Way between 15th Avenue NE and 21st Place NE, and 1st Avenue NE between NE 145th and NE 155th Street are more accurately classified as Collector Arterials as they channel traffic from Neighborhood Access streets to Minor or Principal Arterials and have volumes consistent with this classification; and

WHEREAS, NE 168th Street between 15th Avenue NE and 25th Avenue NE is more accurately classified as a Neighborhood Collector as it channels traffic from Local Streets to Collector Arterials and has volumes consistent with this classification.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF SHORELINE, WASHINGTON AS FOLLOWS:

Section 1. Plan Amended. The Transportation Master Plan, published November 2004 and filed in the City Clerk's Office under Clerk's Receiving Number 3477, is hereby amended to change the classification of NE Perkins Way between 15th Avenue

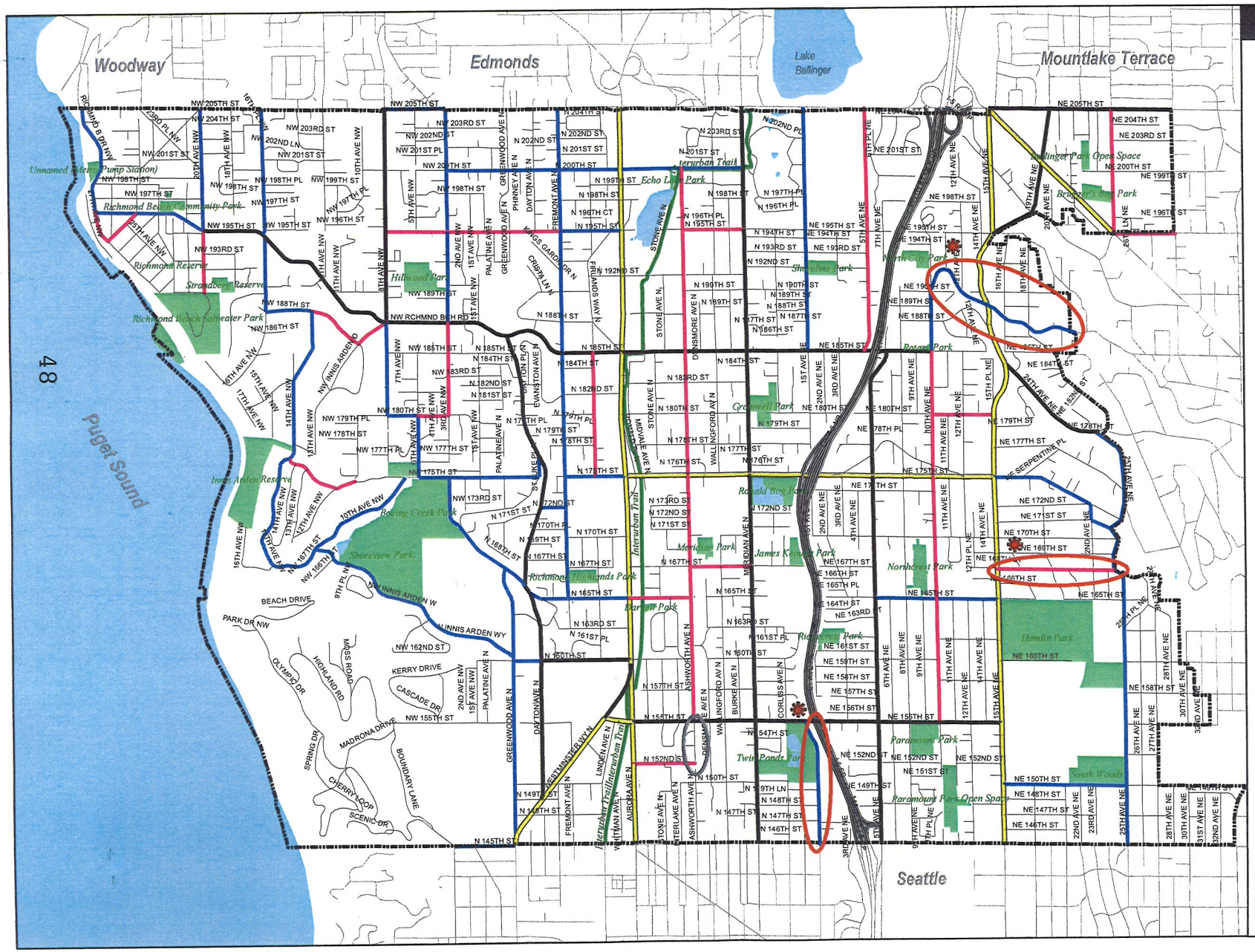
NE and 21st Place NE, and 1st Avenue NE between NE 145th and NE 155th Street from Local Streets to Collector Arterials and to change the classification of NE 168th Street between 15th Avenue NE and 25th Avenue NE from a Local Street to a Neighborhood Collector Arterial, as provided in Exhibit A.

ADOPTED BY THE CITY COUNCIL ON JANUARY 28, 2008.

_____
Mayor Cindy Ryu

ATTEST:

_____
Scott Passey
City Clerk



SHORELINE

Geographic Information System

Street Classification

(City of Shoreline Transportation Master Plan; with Amendments.)

Legend

- Outside Shoreline
- Interstate
- Principal Arterial
- Minor Arterial
- Collector Arterial
- Neighborhood Collector
- Local Street
- Jan 2008 Change
- April 2007 Change

0 625 1,250 2,500 3,750 Feet

1 inch equals 1,929 feet

N W E S

CITY OF SHORELINE

City of Shoreline
Mark J. Relph, Public Works Director
Rich Meredith, City Traffic Engineer
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Map Date: January 2008

No warranties of any sort, including accuracy, fitness, or merchantability, accompany this product.

Attachment D