

**CITY COUNCIL AGENDA ITEM**  
CITY OF SHORELINE, WASHINGTON

<b>AGENDA TITLE:</b>	Neighborhood Traffic Safety Program		
<b>DEPARTMENT:</b>	Public Works – Traffic Services		
<b>PRESENTED BY:</b>	John Marek, Engineer II: Traffic		
<b>ACTION:</b>	<input type="checkbox"/> Ordinance	<input type="checkbox"/> Resolution	<input type="checkbox"/> Motion
	<input checked="" type="checkbox"/> Discussion	<input type="checkbox"/> Public Hearing	

**PROBLEM/ISSUE STATEMENT:**

Enhancing traffic and pedestrian safety are common goals for many residents and communities in Shoreline. In the recent 2012 Citizen Satisfaction Survey, residents indicated that traffic was one area that should receive more emphasis over the next two years<sup>1</sup>.

Currently, the City has two primary programs to work with neighborhoods to address neighborhood traffic and pedestrian safety concerns; specifically, the Neighborhood Traffic Safety Program (NTSP) and the Neighborhood Traffic Action Plan (NTAP) effort.

The NTSP is an on-going City program that works closely with residents to develop traffic management solutions that address the particular needs of their neighborhood street. Through this program, residents work closely with City staff to identify traffic safety enhancement measures to address issues specific to the needs of their street.

To get a better understanding of traffic and pedestrian issues on a broader neighborhood perspective, the City recently completed the NTAP effort. Through this planning effort, staff worked with neighborhoods to develop a list of prioritized recommendations aimed at addressing important traffic and pedestrian safety issues specific to their neighborhood. These plans can now be used to help guide future improvements that are consistent with the neighborhood's vision.

This staff report provides a summary and status of these two programs.

**RESOURCE/FINANCIAL IMPACT:**

There is no resource or financial impacts associated with this discussion.

Administrative and implementation costs associated with the NTSP are currently funded through a combination of operating and capital budgets. The annual Traffic Safety Improvement Program with an annual budget of \$200,000 is utilized for implementing

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<sup>1</sup> ETC Institute for City of Shoreline. (2012). *2012 Direction Finder Survey*. Executive Summary, p. 2. Retrieved from [http://cosweb.ci.shoreline.wa.us/uploads/attachments/cmo/Citizen\\_Survey\\_Report\\_2012.pdf](http://cosweb.ci.shoreline.wa.us/uploads/attachments/cmo/Citizen_Survey_Report_2012.pdf)

any engineering solutions. Projects associated with this program are developed and prioritized annually, in response to community issues as they arise.

NTAP will be implemented by taking advantage of funding opportunities through existing annual programs (Traffic Safety Improvements), grants, planned capital improvement projects and mitigation for future development.

### **RECOMMENDATION**

There is no action required by Council tonight. This is an informational briefing of the Neighborhood Traffic Safety Program and Neighborhood Traffic Action Plans.

Approved By:        City Manager ***JU*** City Attorney ***IS***

## **BACKGROUND**

### **Neighborhood Traffic Safety Program (NTSP):**

Developed in 2001, the Neighborhood Traffic Safety Program (NTSP) was designed to work cooperatively with residents to address concerns such as speeding, cut through traffic and pedestrian safety on non-arterial streets. The NTSP is a two phase program and utilizes a variety of tools and techniques to improve safety. Phase one of the program emphasizes education and enforcement efforts, which may include:

- Signing
- Pavement markings
- Trimming vegetation
- Radar speed display
- Educational flyers
- Additional enforcement

Residents participate in selecting which efforts will be pursued based on their concerns, and help to implement some of them. Phase 1 efforts are implemented over an eight-month to one- year period.

In Phase 2, engineering solutions such as speed humps, chicanes and traffic circles are considered and may be implemented if conditions warrant them and if there is adequate community support. Both phases rely on active community involvement. The petition process is an important element in the success of this phase. Before Phase 2 engineering solutions can be implemented, the community must circulate a petition to show that a minimum of 60% of the households within the affected area support installation of physical devices. In addition, those residents most directly impacted by the physical devices must support the project.

### **Neighborhood Traffic Action Plan (NTAP):**

In 2005, the City Council directed the Public Works Department to work with each of the City's neighborhoods to develop individual plans that would address neighborhood transportation issues specific to each community. The goal of these Neighborhood Traffic Action Plans (NTAP's) is to improve safety, mobility and livability of the city's neighborhoods by working closely with residents to identify key concerns, evaluate possible solutions and develop a prioritized list of recommendations and projects to address these concerns.

To develop the plans, the City hosted community meetings in each neighborhood giving residents an opportunity to identify concerns they would like to see evaluated in the plan. A Neighborhood Advisory Committee was then created, comprised of volunteer residents from the neighborhood, as well as representatives from the Shoreline Police and Fire Department. City staff worked closely with the advisory committee to evaluate the concerns and develop a list of prioritized recommendations for future projects and improvement efforts. These recommendations were then presented to the broader neighborhood at a community Open House, for residents to review and to indicate their level of support.

## **DISCUSSION**

### **Neighborhood Traffic Safety Program (NTSP):**

Since the start of the program, nearly 70 locations have actively participated in the NTSP. Of these, 27 have continued on to have Phase 2 type devices installed. Some examples of projects that have been implemented through this program include:

- Speed humps on N 165<sup>th</sup> Street from Aurora to Ashworth
- Chicanes on Evanston Ave N from N 145<sup>th</sup> Street to N 148<sup>th</sup> Street
- Traffic circle at 6<sup>th</sup> Ave NE and NE 160<sup>th</sup> Street
- Speed humps on 6<sup>th</sup> Ave NW between NW 180<sup>th</sup> and NW 183<sup>rd</sup> Street

Currently, there are 25 active locations in the NTSP. Of these, nine are in Phase 1 of the program and one is nearing completion of Phase 2. The remaining 15 locations have participated in one or both phases but continue to be monitored by staff and may occasionally receive Phase 1 treatments or efforts such as use of the radar speed display trailer, to help address traffic or pedestrian safety concerns.

Future efforts of the program will focus on how to address perceived issues on those streets that complete Phase 1 efforts but do not meet the criteria for Phase 2 devices. Approximately 10 locations currently in the program fit this category. While the severity of traffic speeds and/or volume may not warrant the use of physical devices, residents often continue to perceive a safety concern. Identifying additional tools that may help to reach a comparably low volume of higher speed traffic without adversely impacting emergency response or the livability of the neighborhood will be important. In addition, efforts to help residents have a greater understanding of the limitations of traffic calming devices and the potential impacts caused by inappropriate use of devices will be fundamental.

### **Neighborhood Traffic Action Plan (NTAP):**

In 2012, the City completed the planning effort to develop NTAPs for each of the City's 14 neighborhoods, with the exception of the Highlands. Planning efforts were staggered between the neighborhoods, enabling staff to work with them more effectively so as to shorten the process for each neighborhood. As a result, completion of the plans occurred at different times.

- 2006 – North City, Ridgecrest, Briarcrest
- 2007 – Echo Lake, Westminster Triangle
- 2008 – Ballinger, Meridian Park, Parkwood
- 2009 – Highland Terrace, Hillwood
- 2010 - Richmond Highlands
- 2011 – Richmond Beach
- 2012 – Innis Arden

The recommendations identified in the various plans vary in size and scope, ranging from simple improvements such as: trimming vegetation to improve visibility, posting signs to restrict parking, and working with the Police Department to provide additional enforcement at specific locations; to larger, more complex recommendations, such as

installing walkways or revising intersections to improve safety. For all neighborhoods, reducing speeds and cut-through traffic, as well as improving pedestrian access, were key priorities.

The construction of pedestrian walkways was the most common recommendation. Each plan identified multiple routes which were considered important to the community for improved pedestrian access and safety. Attachments A through C show lists of the prioritized projects identifying both traffic and pedestrian safety improvements, and a map indicating the proposed recommendations for the Echo Lake neighborhood as an example of one neighborhood. Similar maps for each neighborhood can be found on the City's website at <http://www.shorelinewa.gov/index.aspx?page=203>. Many of the larger high priority traffic safety improvements projects identified by neighbors are included in the Transportation Master Plan, such as:

- 3<sup>rd</sup> Ave NW & NW Richmond Beach Rd: Improve safety for left turns
- Dayton Ave N / Carlyle Hall / N 165<sup>th</sup> St: Improve visibility and safety
- N 160<sup>th</sup> St / Greenwood Ave N / NW Innis Arden Way: Improve traffic operations and pedestrian safety.

The TMP also includes the high priority walkway projects identified by each neighborhood.

With the completion of the plan, future work will be identifying funding opportunities for implementing elements of the plans. Recommendations in several of the plans have already been implemented. Attachment D is an updated map of the Echo Lake Neighborhood Plan recommendations, which identify those recommendations that have already been implemented. Examples of other completed projects from various neighborhood plans include:

- Installation of "25 MPH" pavement markings at various locations
- Installation of parking restrictions at various locations
- Radar Speed Display sign at NW Richmond Beach Rd and 12<sup>th</sup> Ave NW
- N 150<sup>th</sup> Street and Westminster Way N Traffic Control Island
- Four traffic circles in the Briarcrest and Ridgecrest neighborhoods
- 25<sup>th</sup> Ave NE walkway between NE 150<sup>th</sup> Street and NE 165<sup>th</sup> Street
- NE 165<sup>th</sup> Street sidewalk between 10<sup>th</sup> and 8<sup>th</sup> Ave NE

These projects were funded through a variety of projects or programs, including grants; however, the funding historically has been through the annual capital improvement budget for traffic safety improvements.

## **RESOURCE/FINANCIAL IMPACT**

### **Neighborhood Traffic Safety Program (NTSP):**

Prior to 2012, the NTSP was budgeted as a separate program, with funding levels gradually reduced from \$260,000 in 2008 to \$150,000 in 2011 due to budget constraints. In 2012 NTSP was combined with the Traffic Small Works Program under the 2012 Traffic Safety capital program. With a combined budget of \$200,000, this funding is used to implement the NTSP and construct traffic safety improvements on both local and arterial streets.

**Neighborhood Traffic Action Plan (NTAP):**

While there is no single source to fund the Neighborhood Traffic Plans in their entirety, elements of the plan can be implemented over time as funding sources are identified.

Some potential funding sources may include:

- Neighborhood Traffic Safety Program
- Capital Improvement Process
- Grants
- Mitigation associated with larger development projects

Attachment E shows a breakdown of total costs to implement the recommendations for each neighborhood. Total cost to fully implement all NTAP recommendation is \$74.3 million, with pedestrian improvements accounting for approximately \$62.7 million, or 84% of the total.

Although the total costs are high, communities understand that there are limited resources and competing interests for those funds. One approach for considering future funding needs would be to focus on recommendations ranked as a high priority by the neighborhood. The estimated cost for implementing only high priority improvements would be \$37.6 million. Attachments E and F show the cost breakout for these improvements by neighborhood.

**RECOMMENDATION**

There is no action required by Council tonight. This is an informational briefing of the Neighborhood Traffic Safety Program and Neighborhood Traffic Action Plans.

**ATTACHMENTS**

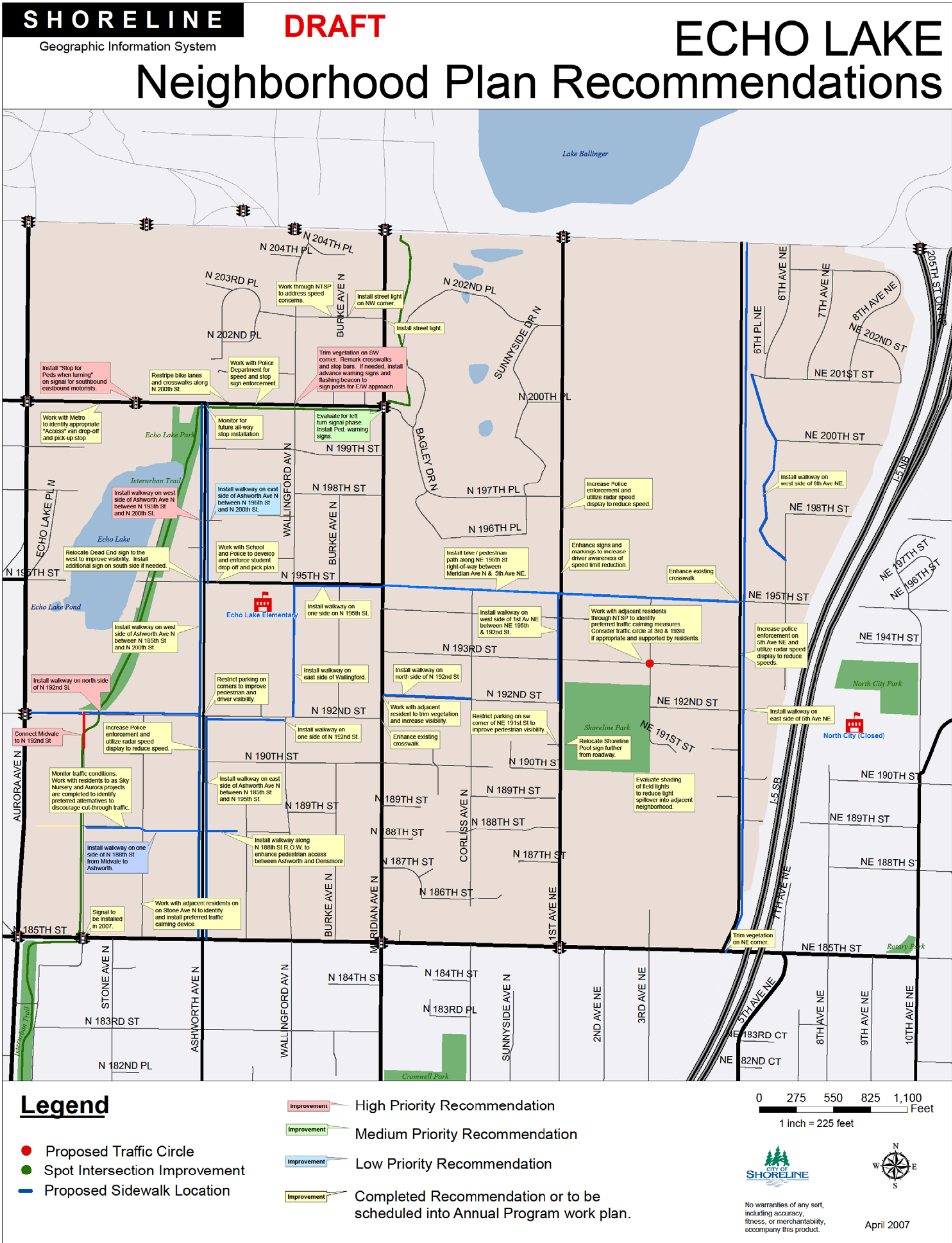
- Attachment A – Echo Lake Recommended Traffic Improvement Projects
- Attachment B – Echo Lake Recommended Pedestrian Improvement Projects
- Attachment C – Echo Lake Neighborhood Plan Recommendation Map
- Attachment D – Echo Lake Neighborhood Plan Recommendation Updated Map
- Attachment E – Total Neighborhood Plan Implementation Costs
- Attachment F – Total High Priority Neighborhood Plan Implementation Costs

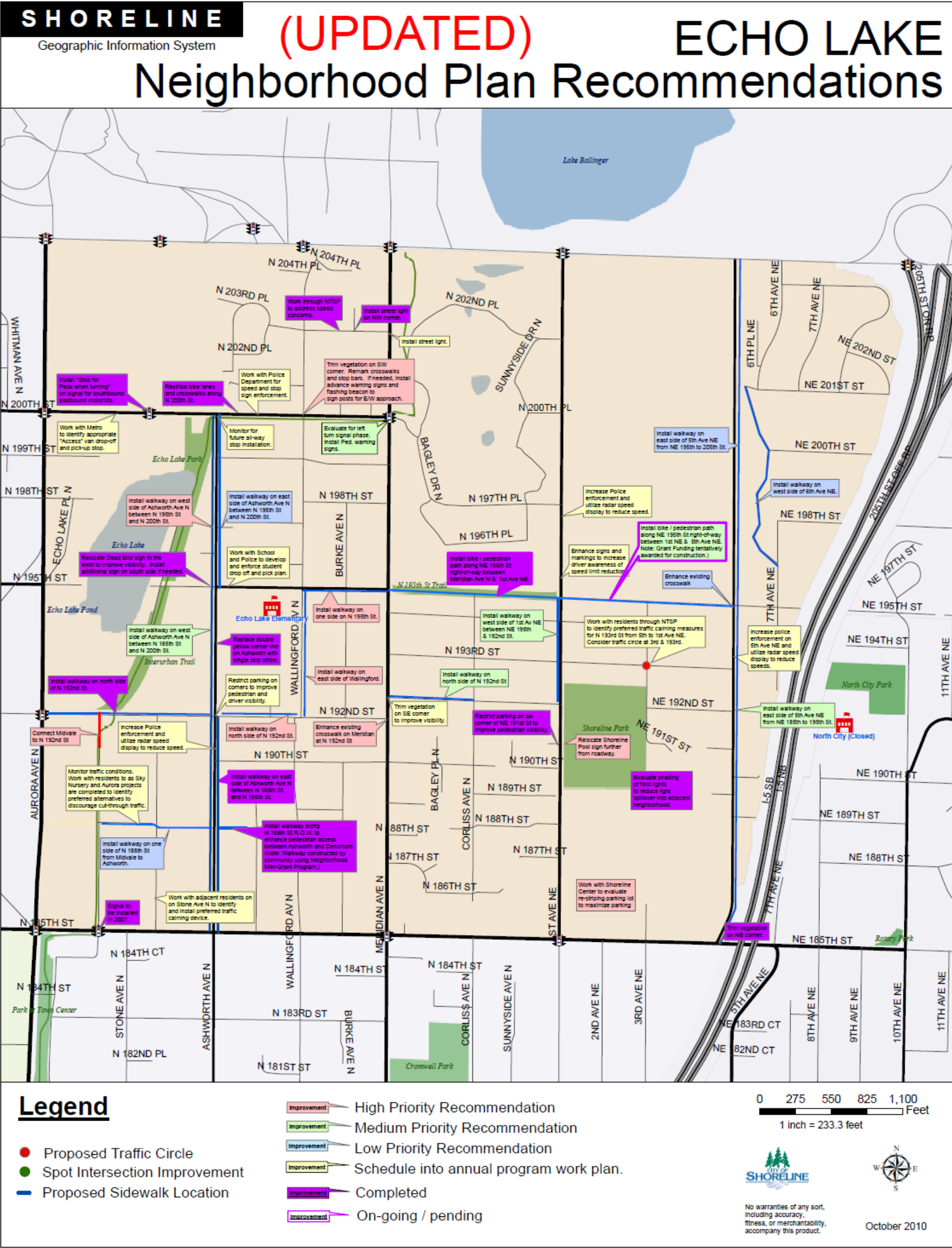
# Attachment A

Echo Lake Recommended Improvement Projects		
<i>Traffic Projects - no identified funding</i>		
Location	Project	Priority
N 185 <sup>th</sup> St and Midvale Ave N	Traffic Signal	High
Midvale Ave N from N 188 <sup>th</sup> St to N 192 <sup>nd</sup> St	Complete Street Connection	High
1 <sup>st</sup> Ave NE and NE 192 <sup>nd</sup> St	Relocate Shoreline Pool sign further from roadway and adjust lighting	High
Wallingford Ave N and N 200 <sup>th</sup> St	Install advance warning signs and/or install flashing beacons for the east and west approach	High
Ashworth Ave N	Re-stripe centerline with single yellow skip line	Medium
N 193 <sup>rd</sup> St and 3 <sup>rd</sup> Ave NE	Traffic circle	Low
N 203 <sup>rd</sup> St and Burke Ave N	Traffic circle	Low

## Attachment B

Echo Lake Recommended Improvement Projects		
<b><i>Pedestrian Projects – no identified funding</i></b>		
Location	Project	Priority
Ashworth Ave N from N 185 <sup>th</sup> St to N 192 <sup>nd</sup> St	Walkway on east side	High
Ashworth Ave N from N 195 <sup>th</sup> St to N 200 <sup>th</sup> St	Walkway on west side	High
Wallingford Ave N between N 192 <sup>nd</sup> St and 195 <sup>th</sup> St	Walkway on west side	High
Meridian Ave N at N 192 <sup>nd</sup> St	Enhance existing crosswalk	High
N 192 <sup>nd</sup> St from Aurora Ave N to Ashworth Ave N	Walkway on north side	High
N 192 <sup>nd</sup> St from Ashworth Ave N to Wallingford Ave N	Walkway on north side	High
195 <sup>th</sup> St from Wallingford Ave N to Meridian Ave N	Walkway on one side	High
Costco parking lot, SB and EB motorists	Install “Stop for Pedestrians when turning”	High
SW corner of N 200 <sup>th</sup> St & Wallingford Ave N	Trim vegetation to improve stop sign visibility	High
N 200 <sup>th</sup> St at Wallingford Ave N	Remark crosswalks	High
Ashworth from N 185 <sup>th</sup> to N 195 <sup>th</sup> St	Walkway on west side	Medium
1 <sup>st</sup> between NE 192 <sup>nd</sup> and 195 <sup>th</sup> St.	Walkway on west side	Medium
5 <sup>th</sup> Ave NE from NE 185 <sup>th</sup> St to 195 <sup>th</sup> St	Walkway on east side	Medium
N 188 <sup>th</sup> St between Ashworth Ave N & Densmore Ave N	Improve existing footpath	Medium
NE 195 <sup>th</sup> St ROW between Meridian Ave N and 5 <sup>th</sup> Ave NE	Install bike/ pedestrian path along	Medium
N 192 <sup>nd</sup> St from Meridian to 1 <sup>st</sup> Ave NE	Walkway on one side	Medium
Ashworth Ave N from N 195 <sup>th</sup> St to N 200 <sup>th</sup> St	walkway on east side	Low
5 <sup>th</sup> Ave NE from NE 195 <sup>th</sup> St to 205 <sup>th</sup> St	Walkway on east side	Low
5 <sup>th</sup> Ave NE at NE 195 <sup>th</sup> St.	Enhance crosswalk	Low
6 <sup>th</sup> Ave NE between NE 201 <sup>st</sup> St and NE 197 <sup>th</sup> St	walkway on the west side	Low
N 188 <sup>th</sup> St from Midvale to Ashworth Ave N	Install walkway	Low





## Attachment E

Neighborhood	Traffic Improvements	Pedestrian Improvements	Total Cost
Ballinger	\$65,000	\$3,780,000	\$3,845,000
Briarcrest	\$270,700	\$3,956,518	\$4,227,218
Echo Lake	\$3,045,000	\$4,435,002	\$7,480,002
Highland Terrace	\$2,528,500	\$6,917,951	\$9,446,451
Hillwood	\$1,639,250	\$8,845,504	\$10,484,754
Innis Arden	\$106,500	\$3,098,750	\$3,205,250
Meridian Park	\$140,500	\$4,198,000	\$4,338,500
North City	\$293,700	\$10,776,587	\$11,070,287
Parkwood	\$380,700	\$2,862,131	\$3,242,831
Richmond Beach	\$1,239,500	\$3,524,451	\$4,763,951
Richmond Highlands	\$1,719,750	\$5,987,182	\$7,706,932
Ridgecrest	\$90,000	\$2,114,292	\$2,204,292
Westminster Triangle	\$90,500	\$2,226,949	\$2,317,449
<b>Total Cost</b>	<b>\$11,609,600</b>	<b>\$62,723,317</b>	<b>\$74,332,917</b>

Approximate Costs of All Recommendations in  
the Neighborhood Traffic Action Plans

## Attachment F

Neighborhood	High Priority Traffic Improvements	High Priority Pedestrian Improvements	Total High Priority Cost
Ballinger	\$40,000	\$1,515,000	\$1,555,000
Briarcrest	\$198,700	\$1,525,009	\$1,723,709
Echo Lake	\$3,025,000	\$875,000	\$3,900,000
Highland Terrace	\$2,508,500	\$3,173,681	\$5,682,181
Hillwood	\$1,639,250	\$3,110,695	\$4,749,945
Innis Arden	\$66,500	\$1,567,750	\$1,634,250
Meridian Park	\$10,000	\$1,520,000	\$1,530,000
North City	\$15,000	\$5,442,654	\$5,457,654
Parkwood	\$330,500	\$1,868,281	\$2,198,781
Richmond Beach	\$1,221,500	\$1,407,593	\$2,629,093
Richmond Highlands	\$1,124,250	\$3,417,182	\$4,541,432
Ridgecrest	\$10,000	\$576,000	\$586,000
Westminster Triangle	\$30,000	\$1,431,949	\$1,461,949
<b>Total Cost</b>	<b>\$10,219,200</b>	<b>\$27,430,794</b>	<b>\$37,649,994</b>

Approximate Costs of High Priority Recommendations in the  
Neighborhood Traffic Action Plan