

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

<b>AGENDA TITLE:</b>	Traffic Services Program - 2004 Status Update
<b>DEPARTMENT:</b>	Public Works
<b>PRESENTED BY:</b>	Paul Haines, Public Works Director Jesus Sanchez; Operations Manager Rich Meredith, P.E., City Traffic Engineer

**PROBLEM/ISSUE STATEMENT:**

This report provides a status update of the pedestrian safety and traffic safety project enhancements that were completed in 2004 and identifies the city supported safety projects implemented through the Neighborhood Traffic Safety (NTSP) program.

**RECOMMENDATION**

No action is required. This staff report presents a progress report to the Council that identifies projects completed addressing pedestrian safety and traffic safety.

Approved By:

City Manager 

City Attorney 



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## **INTRODUCTION**

This report highlights a number of key important projects completed in Traffic Services in the 2004 program year. This report also includes an update of the projects completed under the Neighborhood Traffic Safety Program.

## **BACKGROUND**

The Traffic Services Unit was established under the Department of Public Works, Operations Division in 2003. Two full time positions, the City Traffic Engineer and the Traffic Engineering Technician were filled that year. This unit of service focuses on addressing and enhancing traffic and pedestrian safety; is responsible for plan review, design and approval of all traffic control devices, including streetlights, crosswalks, traffic signals, signs, and striping; and collects and maintains all traffic-related records to include a collision database, signage/crosswalk inventories, traffic counts, and speed studies. Other tasks include the preparation and documentation of city traffic standards; technical review and support for capital projects; support for the City's legal office for claims and lawsuits; investigates and responds to service requests, community education; and manages the City's Neighborhood Traffic Safety Program (NTSP).

**Traffic Service's mission is to provide for the safe and efficient movement of people, goods, and services.**

In the 2004-2005 work plan for the City Council, Goal #2 is identified as **"Enhance our program for safe and friendly streets."** Additionally, as a result of a citizen survey conducted in 2004, the flow of traffic and congestion are areas the public felt should receive high attention.

Traffic Services contributes to some of the City Council's highest priority goals to improve the safety of local roadways and walkways for Shoreline residents. This service is provided by 2.0 employee FTEs, and an part time intern who coordinates the NTSP program.

Services are provided by Traffic Services to the following primary customers:

- Public/ Council of Neighborhoods
- City Manager/City Council
- Operations Division
- Engineering Division
- Aurora/Interurban Trail Project Manger
- Customer Response Team
- Law Enforcement
- Planning and Development Services Department
- City Attorney's Office



## **Discussion**

The following highlights a number of key important projects completed in Traffic Services in the 2004 program year and includes an update of the projects completed under the Neighborhood Traffic Safety Program:

### **Channelization**

- Implemented a right-turn-only restriction for eastbound vehicles on N 165<sup>th</sup> Street at Aurora Avenue N
- Designed and constructed bicycle lanes on N 200<sup>th</sup> Street between Ashworth Avenue N and Meridian Avenue N, and on Meridian Avenue N from N 200<sup>th</sup> Street to N 205<sup>th</sup> Street
- Conducted two traffic studies on 15<sup>th</sup> Avenue NE and surrounding streets to monitor impacts of conversion to three lanes (Scheduled for Council to review and discuss on March 21)

### **Traffic Control Signals**

- Installed battery backup units to the traffic signals at Aurora Avenue N and N 175<sup>th</sup> Street, and Aurora Avenue N and N 205<sup>th</sup> Street
- Rebuilt the traffic signal at N 155<sup>th</sup> Street and Meridian Avenue N
- Applied for and received grant funds to optimize the traffic signals on NE 175<sup>th</sup> Street from 5<sup>th</sup> Avenue NE to 15<sup>th</sup> Avenue NE, then implemented changes

### **Warrant Studies**

- Completed intersection study at Aurora Avenue N and N 180<sup>th</sup> Street

### **Traffic Control Devices**

- Installed radar speed signs on 25<sup>th</sup> Avenue NE at NE 153<sup>rd</sup> Street and NE 165<sup>th</sup> Street
- Installed radar speed signs on 10<sup>th</sup> Avenue NW between NW 175<sup>th</sup> Street and NW 167<sup>th</sup> Street
- Created City of Shoreline Standard Traffic Signs manual and database



### **Traffic Data Collection**

- Developed and implemented new collision record system for the City (Hansen Collision Module)
- Developed and implemented new traffic count program for the City

### **Plan Reviews**

- Conducted plan reviews for Interurban Trail sections, Aurora Avenue redevelopment, and major private developments such as Shoreline Bank and Gateway Plaza

### **Pedestrian Safety Enhancement Projects**

- Implemented pilot project for adding crossing flags at the following intersections to improve pedestrian visibility: 15<sup>th</sup> Avenue NE and NE 180<sup>th</sup> Street; 8<sup>th</sup> Avenue NW and NW 200<sup>th</sup> Street; and 8<sup>th</sup> Avenue NW and NW 200<sup>th</sup> Street.
- Installed new ADA ramps and sidewalk improvements on N 200<sup>th</sup> Street for the Interurban Trail
- Installed new ADA ramps and sidewalk improvements for the 2004 overlay program

The City Council appropriated financial resources to the NTSP Program to address traffic safety issues on non-arterial streets. This has been an important factor behind the continued success of the NTSP Program. In 2004, with the appropriated funding, the City was able to implement the following steps and projects to improve pedestrian and driver safety on residential streets.

	<b>2004</b>
Number of targeted law enforcement hours	946
Number of radar speed trailer location placements	560
Number of signs installed or relocated (includes RPZ signage, N 170 <sup>th</sup> Place signage, traffic circle signage, school signage, etc.)	166
Number of traffic calming devices implemented (traffic circles, speed hump, traffic revision, etc.)	7
Installed asphalt walkways	2
Number of thermoplastic stop bars installed	2
Number of thermoplastic pavement legends installed	12
Number of NTSP traffic counts conducted	12



Number of NTSP speed studies conducted	12

### **Traffic Calming Devices**

- Installed a traffic circle at N 183<sup>rd</sup> Street at Wallingford Avenue N
- Installed a traffic circle at N 183<sup>rd</sup> Street at Stone Avenue N
- Installed a traffic circle at 12<sup>th</sup> Avenue NE at NE 152<sup>nd</sup> Street
- Installed a traffic circle at 27<sup>th</sup> Avenue NE at NE 160<sup>th</sup> Street

### **Pedestrian Safety Enhancements**

- Installed an asphalt walkway at N 150<sup>th</sup> Street and Wallingford
- Installed an asphalt walkway on the south side of N 172<sup>nd</sup> Street between Fremont Avenue N and Dayton Avenue N

### **Parking Programs**

- Developed and implemented the residential parking zone permit program (RPZ) in the Highland Terrace community

### **School Walking Routes**

- Reviewed and revised school walking routes and maps making necessary modifications. Reviewed all signage around schools, identified sign needs or changes to existing signs around schools.

## **RECOMMENDATION**

No action is required. This staff report presents a progress report to the Council that identifies projects completed addressing pedestrian safety and traffic safety.

## **ATTACHMENTS**

- Attachment A-1 Traffic Services 2004 Status Update
- Attachment A-2 Traffic Services Staff Pictures
- Attachment A-3 Traffic Services Organizational Chart



## TRAFFIC SERVICES 2004 STATUS UPDATE

Traffic Services focuses on addressing and enhancing traffic and pedestrian safety; is responsible for technical review and support for capital projects, design and approval of traffic control devices, including crosswalks, traffic signals, signs, and striping; collecting and maintaining all traffic-related records to include a collision database, signage and crosswalk inventories, traffic counts and speed studies; and manages the City's Neighborhood Traffic Safety Program.

The following report highlights a number of key important projects completed in Traffic Services in the 2004 program year. This report also includes an update of the projects completed under the Neighborhood Traffic Safety Program.

### Channelization

Channelization separates and regulates conflicting traffic movements into definite paths of travel by the use of pavement markings, raised islands, or other suitable means, to facilitate the safe and orderly movements of both vehicles and pedestrians.

- **Implemented a right-turn-only restriction for eastbound vehicles on N 165<sup>th</sup> Street at Aurora Avenue N**

**Problem:** The City received complaints about street furniture limiting visibility looking to the north.

**Action Taken:** Implemented a right-turn-only restriction for eastbound vehicles on N 165<sup>th</sup> St at Aurora Ave N as an interim measure until the signal is reconstructed with Phase 1 of the Aurora Project.

**Assessment:** Will continue to evaluate the effectiveness and impacts





- **Designed and constructed bicycle lanes on N 200<sup>th</sup> St between Ashworth Ave N and Meridian Ave N, and on Meridian Ave N from N 200<sup>th</sup> St to N 205<sup>th</sup> St**

**Problem:** With the construction of the interurban trail segment from N 192<sup>nd</sup> St to N 200<sup>th</sup> St, a connection was needed from N 200<sup>th</sup> St and Ashworth Ave N to N 205<sup>th</sup> St and Meridian Ave N.

**Action Taken:** Designed and constructed bicycle lanes on N 200<sup>th</sup> St between Ashworth Ave N and Meridian Ave N, and on Meridian Ave N from N 200<sup>th</sup> St to N 205<sup>th</sup> St.

**Assessment:** This project has improved pedestrian and bi-pedal access and mobility by completing the Interurban Trail connection to the north city limits.



- **Conducted two traffic studies on 15<sup>th</sup> Ave NE and surrounding streets to monitor impacts of conversion to three lanes**

**Problem:** Citizen complaints about an increase in the volume of cut-through traffic as a result of the conversion to three lanes from four lanes on 15<sup>th</sup> Ave NE from NE 175<sup>th</sup> to NE 150<sup>th</sup>.

**Action Taken:** Two traffic studies on 15<sup>th</sup> Ave NE and surrounding streets were completed.

**Assessment:** Analysis is on-going. A third study is scheduled for March, 2005. Upon completion of the study, a report will follow.



### **Traffic Control Signal**

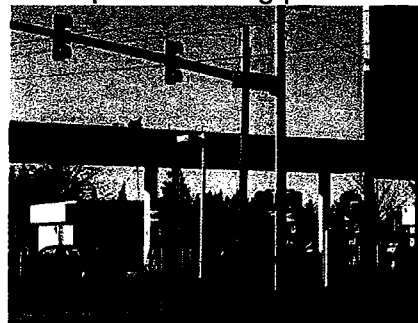
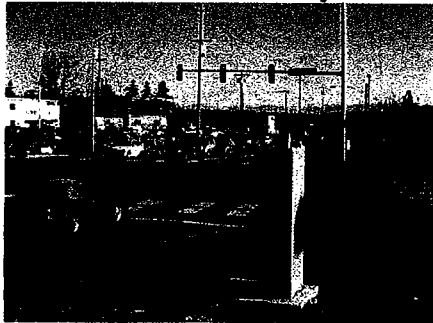
Implementation, upgrade and maintenance of any highway traffic signal by which traffic is alternately directed to stop and permitted to proceed.

- **Installed battery backup units to the traffic signals at Aurora Avenue N / N 175<sup>th</sup> Street, and Aurora Ave N / N 205<sup>th</sup> St**

**Problem:** Currently, when the power is interrupted due to storm events, the traffic signals do not function.

**Action Taken:** King County was contracted to install battery backup units to the traffic signals at Aurora Ave N/ N 175<sup>th</sup> St, and Aurora Ave N/ N 205<sup>th</sup> St. Project is complete.

**Assessment:** Traffic safety and flow will be improved during power outages.

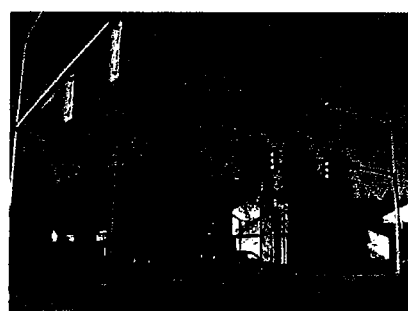


- **Rebuilt the traffic signal at N 155<sup>th</sup> St and Meridian Ave N**

**Problem:** Traffic signal was antiquated. Replacement parts were no longer available to maintain existing signal. Emergency vehicle pre-empt was not available.

**Action Taken:** King County was contracted to upgrade the existing signal.

**Assessment:** Traffic signal fully operational. Equipment complies with new generation equipment.



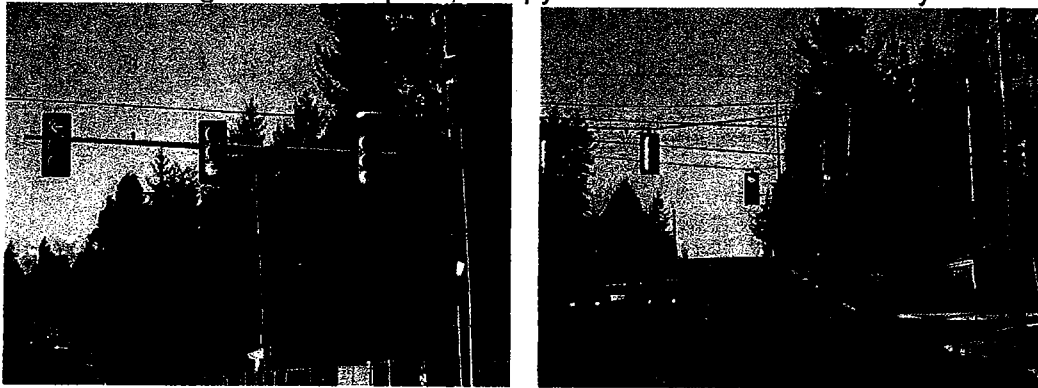


- **Applied for and received grant funds to optimize the traffic signals on NE 175<sup>th</sup> St from 5<sup>th</sup> Ave NE to 15<sup>th</sup> Ave NE, then implemented changes**

**Problem:** The traffic signals on NE 175<sup>th</sup> St were not synchronized. Grant funds were available through a King County-Metro program to help address this problem.

**Action taken:** Submitted paperwork for the grant, and was awarded funds for the project. Implemented changes to optimize the traffic signals on NE 175<sup>th</sup> St from 5<sup>th</sup> Ave NE to 15<sup>th</sup> Ave NE.

**Assessment:** King County is assessing the change and will prepare a report with their findings. Once complete, a copy will be forwarded to the City.



### **Warrant Studies**

A warrant describes threshold conditions to the engineer in evaluating the potential safety and operational benefits of traffic control devices and is based upon average or normal conditions.

- **Completed intersection study at Aurora Ave N/N180th St**

**Problem:** Traffic improvements needed at Aurora Ave N and N 180<sup>th</sup> St. The City of Shoreline obtained a HES grant from WSDOT for construction of improvements at this intersection. However, planning and design work were needed in order to accept the funds.

**Action Taken:** Completed signal warrant analysis and signal design at Aurora Ave N and N 180<sup>th</sup> St

**Assessment:** WSDOT is in the process of reviewing application request for a traffic signal.



### **Traffic Control Devices**

All signs, signals, markings, and other devices implemented to regulate, warn or guide traffic.

- **Installed two pairs of radar speed signs, one pair on 25<sup>th</sup> Avenue NE at NE 153<sup>rd</sup> Street and NE 165<sup>th</sup> Street, the other pair on 10<sup>th</sup> Avenue NW between NW 175<sup>th</sup> Street and NW 167<sup>th</sup> Street (2004)**

**Problem:** A problem with vehicle speeding was reported by citizens. (A high school is located in this area.) Traffic Services met with the Transportation Coordinator for Shoreline Public Schools to develop a plan in partnership to address safety concerns identified.

**Action Taken:** Two pairs of radar speed signs (one pair solar activated) were placed in two locations: one pair on 25<sup>th</sup> Ave NE at NE 153<sup>rd</sup> St and at NE 165<sup>th</sup> St, and the other pair on 10<sup>th</sup> Ave NW between NW 175<sup>th</sup> St and NW 167<sup>th</sup> St.

**Assessment:** Evaluation of the effectiveness of the radar speed signs will be completed in 2005. Current resident observations reports indicate slower traffic movement in this area.



- **Created City of Shoreline Standard Traffic Signs manual and database**

**Problem:** There are a mixture of different sign designs and application out on the streets. Also, the existing database of signs is incomplete, and was not usable.

**Action Taken:** Development of standard traffic signs manual was completed. The sign module in Hansen was completed, and reports were written to extract data for studies. A process was developed for entering and maintaining the database. Collecting and entering data is in progress.

**Assessment:** Work orders can now be written using the database, improving efficiency and reducing liability for the City.



### **Traffic Data Collection**

Maintain an accurate and current database of traffic data.

- **Developed and implemented new collision record system for the city (Hansen Collision Module)**

**Problem:** The City needed to build an infrastructure to support its traffic needs. Being able to quickly provide accurate information on collisions is paramount to keep projects and studies on schedule, improve customer service, provide information needed to apply for grants to improve safety, and provide for more efficient maintenance of our roadways and traffic control devices.

**Action Taken:** A customized version of the collision module for Hansen was implemented. This system has the ability to generate collision summaries with graphical diagrams showing the positions of the vehicles and objects involved in the incident and interfaces with data that the WSDOT maintains and provides to the city.

**Assessment:** Data entry of collision reports forwarded from law enforcement is up to date. Continual monitoring of the data transfer from WSDOT and merging this data into our system is ongoing to ensure that the collision data maintained is comprehensive and current. Reports are now available to provide information from the database.

- **Developed and implemented new traffic count program for the city.**

**Problem:** In order to be responsive to citizen inquiries and developer requests for traffic data, Traffic Services identified the need to be able to perform traffic counts internally to address requests for traffic data in a timely manner.

**Action Taken:** A traffic count program was expanded. Traffic counters and related equipment were purchased. Traffic Services began performing some of the traffic counts previously contracted for and increased the number of locations. Also, they now had the ability to address immediate requests.

	# of studies conducted	
	<b>2003</b>	<b>2004</b>
Aurora Monitoring Project (volume & speed)	52	80
N City Monitoring Project (volume & speed)	70	140
48 hour (min) traffic volume studies	199	328
2 hour turning movements	39	54
Total	<b>238</b>	<b>382</b>
24 hour speed studies	54	330
	<b>2003</b>	<b>2004</b>



Budget	\$46,000	\$31,000*
* - includes \$12,000 start-up costs (counters and program development) The actual studies cost about \$19,000.		

**Assessment:** Traffic Services can now provide over twice the number of traffic studies, for less than half the cost.

### **Plan Reviews**

- **Conducted plan reviews for Interurban Trail sections, Aurora Avenue redevelopment, and major private developments such as Shoreline Bank and Gateway Plaza**

**Problem:** Early identification of traffic issues can reduce the number of costly change orders during construction.

**Action Taken:** City Traffic Engineer continues to review the plan reviews for the Interurban Trail sections, Aurora Ave redevelopment, and major private developments i.e. Shoreline Bank and Gateway Plaza.

**Assessment:** Traffic Services has been able to provide more detailed plan reviews and shorter response times to project managers to help keep projects on schedule.

### **Pedestrian Safety Enhancement Projects**

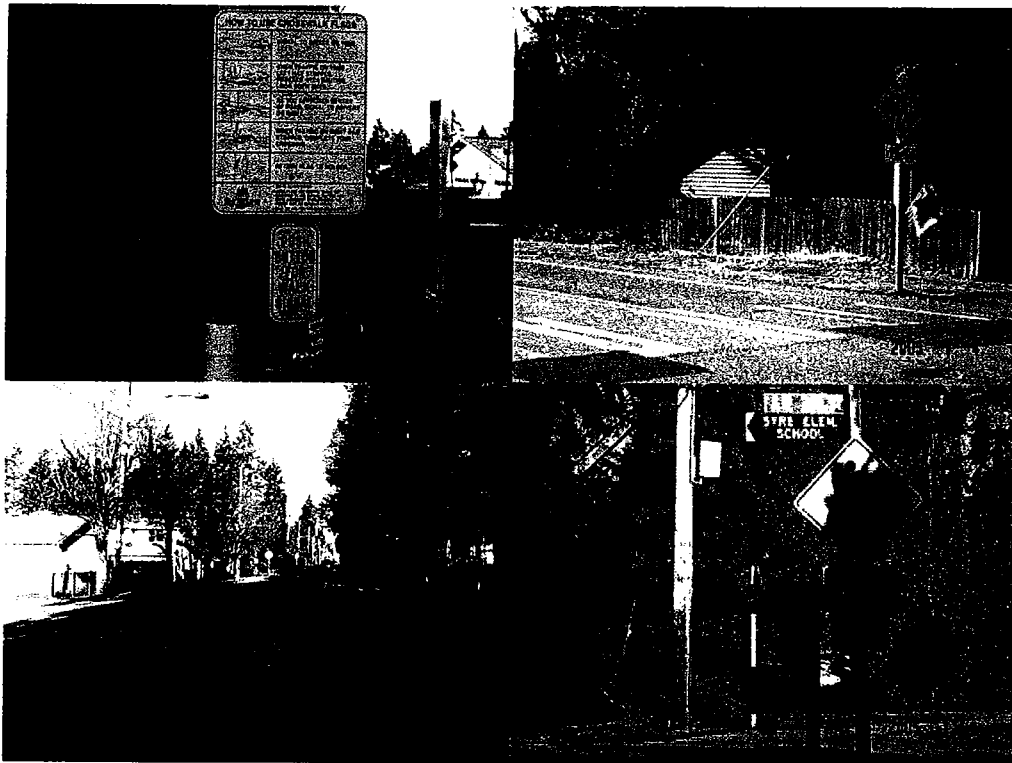
- **Implemented pilot project for adding crossing flags at intersections to improve pedestrian visibility**

**Problem:** Citizens' request to have crosswalk flags installed at intersections to carry with them as they crossed the street. This has the added effect of enhanced visibility of the pedestrian to the driver.

**Action Taken:** Implemented the crosswalk flag program at 15<sup>th</sup> Ave NE/NE 180<sup>th</sup> St, 8<sup>th</sup> Ave NW/NW 200<sup>th</sup> St, and 8<sup>th</sup> Ave NW/NW 195<sup>th</sup>.

**Assessment:** Citizens report traffic speeds appear lower and they are more visible to drivers when crossing the street. More locations will be considered based on criteria currently being developed.





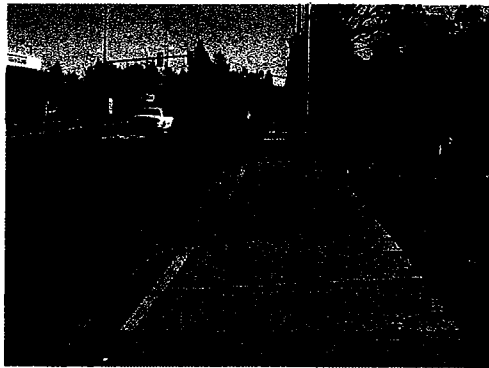
- Installed new ADA Ramps and sidewalk improvements on N 200<sup>th</sup> St for Interurban trail

**Problem:** The sidewalks along N 200<sup>th</sup> St did not meet current standards for pedestrian accessibility. As a result of Federal ADA regulations, cities are required to make improvements to intersections to meet accessibility requirements. Curb ramps must meet the current standards, which include detectable warning strips, known as “truncated domes” at a point where the pedestrian path enters the traveled way of a street.

**Action Taken:** Replaced all curb ramps, repaired sidewalks, and revised corner radii at Wallingford Ave N to improve pedestrian safety. Truncated Domes have been installed throughout the City whenever overlay or ROW improvements are required. To date, 12 have been installed.

**Assessment:** New curb ramps are in compliance with current Federal requirements. Future projects will also incorporate new curbs.





- **Installed new ADA Ramps and sidewalk improvements for the 2004 overlay program**

**Problem:** As a result of Federal ADA regulations, cities are required to make improvements to intersections to meet accessibility requirements with every construction project, even overlay projects. This usually involves reviewing the curb ramps, and reconstructing the ramps, curb radius, and corner sidewalk area to meet current standards

**Action Taken:** Reviewed all the intersections affected by the overlay, designed new curb ramps, repaired sidewalks, and revised corner radii at Fremont Ave N and at Whitman Ave N on N 201<sup>st</sup> St to improve pedestrian safety.

**Assessment:** New curb ramps are in compliance with current Federal requirements



### **Neighborhood Traffic Safety Program**

The Neighborhood Traffic Safety Program (NTSP) went into effect in June 2001. Developed in partnership with the citizens of Shoreline, this program focuses on education, enforcement and engineering to improve pedestrian and driver safety on residential streets.

The program consists of two phases. Phase 1 provides for neighborhood education through neighborhood traffic safety programs to address neighborhood concerns by changing driver behavior. Phase 1 also provides for enforcement which uses police and neighborhood enforcement techniques to increase community awareness of speeding problems. Phase 2 provides for engineering review and analysis, public involvement, and the installation of physical devices for traffic calming.

The NTSP program is a community and city partnership, which requires the neighborhoods to participate and have an active role in the program in order for it to be successful. It was first funded in 1999 and continues to be funded through 2008.

Since the inception of the program, approximately 82 residential areas have applied to the program. The following is a breakdown of the 82 residential areas that have applied to the program:

- 45 residential areas are at various stages in Phase 1
- 5 residential areas are in the process of completing Phase 2
- 1 residential area completed Phase 1 and 2
- 32 residential areas have not completed turning in their seven signatures, which is a requirement of the program. Letters have been sent out to these areas seeking their interest in continuing with the program

The City Council appropriated financial resources to the NTSP program to address traffic safety issues on non-arterial streets. This has been an important factor behind the continued success of the NTSP program. Traffic Services was created in 2003 with the hiring of a city traffic engineer and a traffic engineering technician. This unit began to oversee the NTSP program. Savings in the area of consultant fees resulted in approximately \$51,000 in 2004, which was allocated to construct projects, such as traffic circles and asphalt walkways.

In 2004, with the appropriated funding, the City was able to implement the following steps to improve driver awareness in the neighborhoods participating in the NTSP:



	2004
Number of targeted law enforcement hours	946
Number of radar speed trailer location placements	560
Number of signs installed or relocated (includes RPZ signage, N 170 <sup>th</sup> PI signage, traffic circle signage, school signage, etc.)	166
Number of traffic calming devices implemented (traffic circles, speed hump, traffic revision, etc.)	7
Installed asphalt walkways	2
Number of thermoplastic stop bars installed	2
Number of thermoplastic pavement legends installed	12
Number of NTSP Traffic Counts	12
Number of NTSP speed studies	12
<b>NTSP RESIDENTIAL AREAS</b>	
Number of <b>ACTIVE</b> NTSP areas in Phase 1	45
<b>Estimated one year process</b>	
Number of NTSP areas Phase 2	5
<b>Estimated 10 months process</b>	
Number of NTSP areas that completed both Phase 1 & 2	1

	2003	2004
Consultant Contract Amounts (Consultant fees were reduced by \$51,000 in 2004)	\$90,000	\$39,000



- **Revised the Neighborhood Traffic Safety Program**

**Problem:** City staff and neighborhoods had concerns about the difficulty and length of time it took for a neighborhood to implement the measures available through the Neighborhood Traffic Safety Program (NTSP).

**Action Taken:** On July 6, 2004 the City Council reviewed the NTSP program and staff recommendations to improve and streamline the process. These recommendations were approved and incorporated in the NTSP program.

**Assessment:** Continual monitoring and evaluation of the NTSP program is in progress. Current community response is supportive and appreciative of the modifications to the NTSP program.

### Traffic Calming Devices

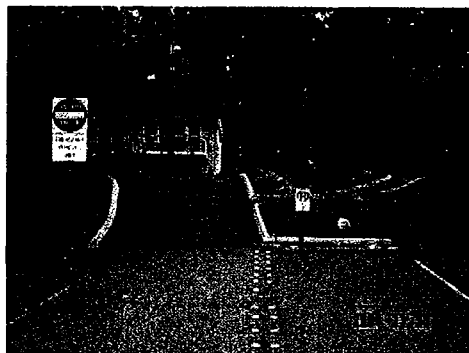
The NTSP program provided the resources for the implementation of traffic calming devices in eight residential areas under Phase 2 of the program:

- **Completed the closure of N 183<sup>rd</sup> at Dayton Ave N. (2003)**

**Problem:** The residential area on Evanston Ave N between N 181<sup>st</sup> and N 183<sup>rd</sup> (Richmond Highlands) through the NTSP program identified two major safety concerns: vehicle speeding and a high volume of cut-through traffic in their respective neighborhood.

**Actions Taken** The community completed Phase 1 and Phase 2 of the NTSP process which resulted in the closure of N 183<sup>rd</sup> and Dayton Ave N. approved by the City Council. Bollards were installed to section off the closure and the area was paved and landscaped. Residents are maintaining the landscaping.

**Assessment:** Input received from the Happy Valley residents in this neighborhood has been positive. The action taken has eliminated cut-through traffic going down off Dayton Ave N and N 183<sup>rd</sup> St. The total effectiveness of the closure will be evaluated in the first quarter of 2005.



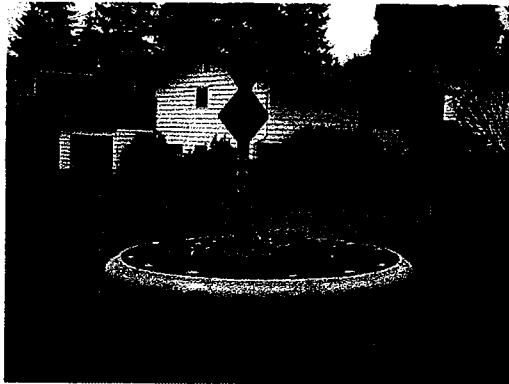


- **Installed a traffic circle at N 183<sup>rd</sup> St at Wallingford Ave (2004) and Installed a traffic circle at N 183<sup>rd</sup> St at Stone Ave N (2004)**

**Problem:** Through the NTSP program, this residential area N 183<sup>rd</sup> from Midvale to Meridian (Meridian Park) identified speeding, cut-through traffic, accidents and pedestrian safety as major concerns in their neighborhood.

**Actions Taken:** In Phase 1 of the NTSP program, this neighborhood received over 100 hours of targeted law enforcement, placements of the City's radar speed trailer, new traffic signs and road striping. Under Phase 2, a traffic circle was installed at N 183<sup>rd</sup> St at Wallingford and N 183<sup>rd</sup> at Stone Ave N.

**Assessment:** Evaluation of the effectiveness of the traffic circle in each of these locations will be completed in the first quarter of 2005.



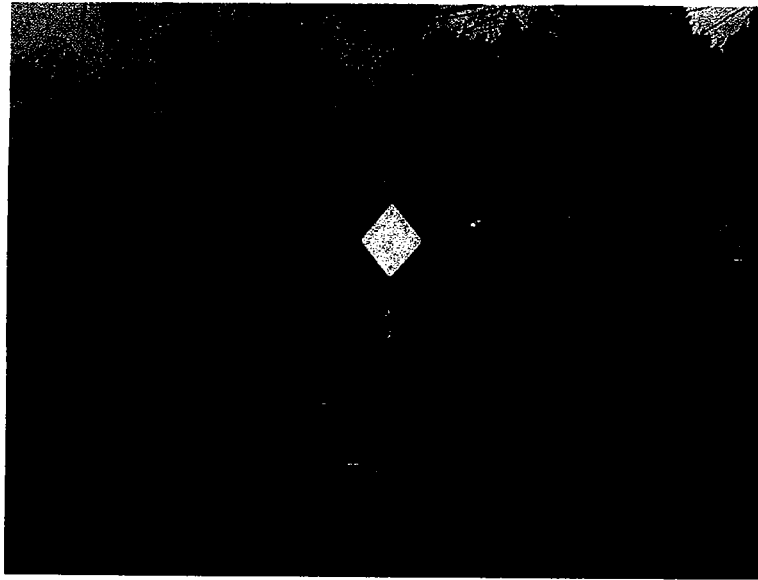
- **Installed a traffic circle at 12<sup>th</sup> Ave NE at NE 152<sup>nd</sup> St (2004)**

**Problem:** Complaints were received about the speed and volume of traffic on 12<sup>th</sup> Ave NE. In addition, the City Traffic Engineer identified this intersection to be a good candidate for the pilot traffic circle program due to the high number of accidents.

**Actions Taken:** Residents in a one block radius were petitioned for approval, and a traffic circle was constructed at 12<sup>th</sup> Ave NE at NE 152<sup>nd</sup> St.

**Assessment:** Evaluation of the effectiveness of the traffic circle in this location will be completed in the first quarter of 2005.





- **Installed a traffic circle at 27<sup>th</sup> Ave NE at NE 160<sup>th</sup> St**

**Problem:** Through the NTSP program, this residential area identified speeding, cut-through traffic as major concern in their neighborhood.

**Actions Taken:** Residents in a one block radius were petitioned for approval, and traffic circle was constructed at the 27<sup>th</sup> Ave NE at NE 160<sup>th</sup> St.

**Assessment:** Evaluation of the effectiveness of the traffic circle in this location will be completed in the first quarter of 2005.





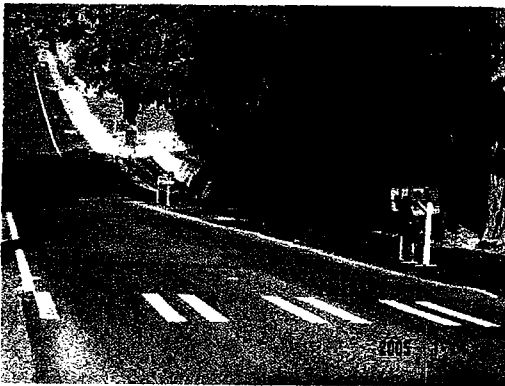
### **Pedestrian Safety Enhancement**

- **Installed an asphalt walkway at N 150<sup>th</sup> St and Wallingford (2004)**

**Problem:** Residents were concerned about the lack of sidewalks for children walking to school.

**Actions Taken:** "No Parking" signs were installed to provide a shoulder for pedestrians to walk on. An asphalt walkway has been installed on N 150<sup>th</sup> St north of Wallingford Ave N, making a connection to an existing asphalt path adjacent to the school grounds, enhancing pedestrian access.

**Assessment:** Enhanced pedestrian safety and access to school.



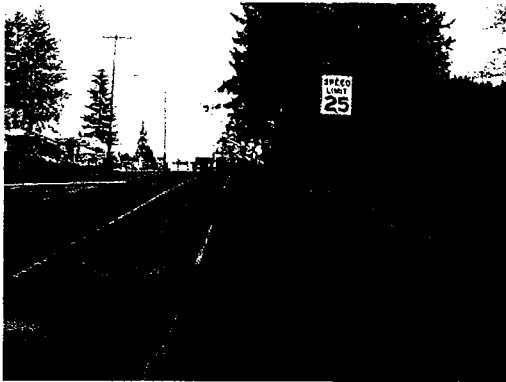
- **Installed an asphalt walkway on the south side of N 172<sup>nd</sup> St between Fremont Ave N and Dayton Ave N (2004)**

**Problem:** Residents were concerned about parking, erosion of the shoulder, and pedestrian access. Disabled pedestrians would operate wheelchairs in the roadway to travel from Dayton Ave N to Fremont Ave N. There is a bus stop on N 172<sup>nd</sup> St at Fremont Ave N that is wheelchair accessible.

**Actions Taken:** An asphalt walkway has been installed on the south side of N 172<sup>nd</sup> St between Fremont Ave N and Dayton Ave N.

**Assessment:** Enhanced pedestrian walkway and access.





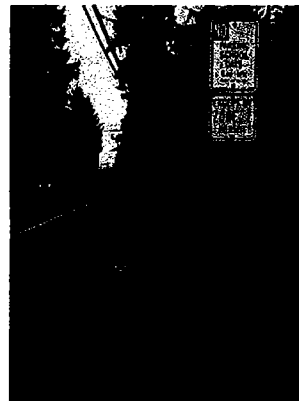
### Parking Programs

- **Developed and implemented the residential parking zone permit program (RPZ) in the Highland Terrace community (2004)**

**Problem:** The Highland Terrace community had concerns regarding overflow parking on their residential streets by students attending Shoreline Community College. They pursued establishing a restricted parking zone (RPZ) on their street.

**Actions Taken:** Petitions were circulated, and residents in the Highland Terrace community submitted documents showing over 60% approval for establishing a residential parking permit zone. City staff worked with the community to develop a residential parking zone program. Restricted parking zones were identified and signs installed. RPZ permits were created and issued to residents in the affected area. Enforcement of the RPZ program by the law enforcement and citizens continues.

**Assessment:** City staff is in the process of conducting an evaluation of the RPZ program. Evaluation to be completed third quarter of 2005.



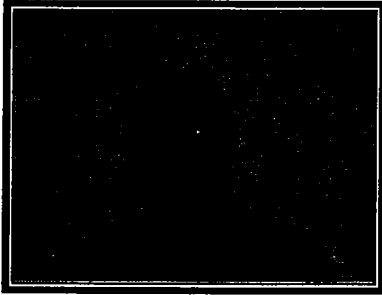


**School Walking Routes**

- Reviewed and revised school walking routes and maps making necessary modifications. Reviewed all signage around schools, identified sign needs or changes to existing signs around schools.



# Traffic Management Program



## **Richard Meredith , City Traffic Engineer**

Supervises and executes traffic programs to provide responsible centralized professional traffic engineering coordination for the planning, design, construction and maintenance of public works traffic engineering projects. This includes traffic signs, signs and markings; traffic control systems; and traffic safety improvements; NTSP program; traffic count and accident reporting programs.



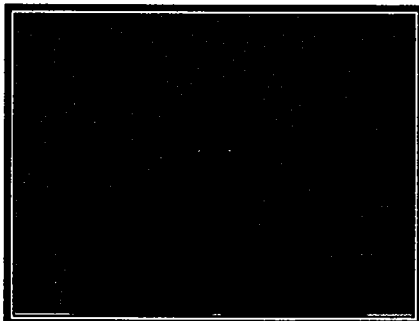
## **VACANT, Associate Traffic Engineer**

Provides support for service requests, engineering studies, engineering support for the Neighborhood Traffic Safety Program (NTSP), evaluating and updating traffic signals, design and management of the traffic circle program, sidewalk program, developing and maintaining engineering records.



## **Sharon Wong, Engineering Technician**

Provides contract assistance/management, research, analysis and support for staff reports, traffic service requests, traffic data collection, public meeting assistance and investigation of traffic concerns. Oversees NTSP program to include writing work orders, NTSP program implementation, neighborhood traffic counts, speed studies, accident reporting, and supervision of the NTSP Coordinator.



## **Sok Seo, Part-time Intern**

Coordinates the City's Neighborhood Traffic Safety Program (NTSP) which includes training volunteers, coordinating public meetings, facilitation of program documentation and working with citizens to implement program.





## Public Works Traffic Division Organizational Chart

