

CITY COUNCIL AGENDA ITEM

CITY OF SHORELINE, WASHINGTON

AGENDA TITLE:	Update on Neighborhood Traffic Action Plans (NTAP)
DEPARTMENT:	Public Works – Traffic Services
PRESENTED BY:	Jesús Sanchez, Operations Manager Rich Meredith, City Traffic Engineer John Marek, Associate Traffic Engineer

BACKGROUND

In 2005, Shoreline City Council directed Shoreline's 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. The recommendations identified in the plan will then be used to guide both short and long-term traffic and pedestrian improvements and help identify potential mitigation measures for larger projects being planned in the city.

PROBLEM/ISSUE STATEMENT:

This is an update of the Neighborhood Traffic Action Planning process. No action is requested at this time. City staff have worked with residents in three Shoreline neighborhoods to develop draft plans for the North City, Ridgecrest and Briarcrest neighborhoods. The recommendations identified in the plans have been presented to the neighborhood and the draft plans are currently under departmental review. Once the reviews are completed, the plans will be finalized and posted on the City's web site.

Staff are now beginning the planning process to develop plans for three additional neighborhoods: Echo Lake, Ballinger, and Westminster Triangle. It is expected that the initial drafts for these plans will be completed by late spring of 2007.

Planning Process

In the fall of 2005 city staff began working with the North City, Ridgecrest and Briarcrest neighborhoods to develop plans for their communities. The City held open meetings, inviting residents to come and identify specific issues or concerns they had regarding pedestrian and traffic safety issues. Residents were asked complete survey cards identifying any transportation concerns that they had or wanted to be addressed in the neighborhood plan. The City also reviewed concerns previously identified by the community through the City's Neighborhood Traffic Safety Program.

Once the transportation issues were identified, Neighborhood Traffic Advisory Committees comprised of volunteer residents from the neighborhoods were created to work with traffic services staff. Through a series of meetings, staff worked with the neighborhood advisory committee, representatives from Police and Fire Departments, as well as local school representatives, to discuss the various identified issues, then develop and prioritize recommendations to address those issues.

In late spring to early summer of 2006, the City held Open Houses for each of the three neighborhoods, presenting the preliminary recommendations identified for their respective plans. Residents were asked to complete survey cards indicating their general support for the recommendations developed and to provide any additional input. This input was used to create a draft plan.

Recommendations

The plans identify a variety of improvements and recommendations to enhance safety and the livability of the neighborhood. For all three neighborhoods, reducing speeds and cut through traffic, as well as improving pedestrian access were key priorities. To address issues of speeding and cut-through traffic the plans recommend a combination of increased enforcement and educational efforts, as well as the construction of physical devices such as traffic circles and speed humps. The construction of pedestrian walkways is also a key component of the plans. Each plan identifies multiple routes which were considered important to the community for improved pedestrian access and safety. Attached is a list of prioritized projects and a map indicating the proposed recommendations for each neighborhood.

The Neighborhood Action Plans are considered to be active working plans, and the City recognizes that new issues and concerns will arise in the future. As a result, it is recommended that the plans be revisited periodically to update and revise the recommendations as needed.

FINANCIAL IMPACT:

The 2007 budget for the Neighborhood Traffic Safety Program will fund the necessary staff time and resources needed to continue working with communities to develop the plans for the remaining neighborhoods. While the funding for the development of the plans has been identified, there is not a dedicated funding source for implementing the recommendations identified in the plan. The cost for implementation is dependant on each specific neighborhood and the recommendations that were developed.

When developing the recommendations for the plans, it was important to hear from communities just exactly what they felt was needed without limiting them with dollars. The goal was to gain a better understanding of the vision that the community has for it's neighborhood by taking a look at improvements that were technically feasible.

The total estimated cost to implement the recommendations identified in each plan is shown below:

Neighborhood	Traffic Improvements	Pedestrian Improvements	Total Cost
North City	\$170,000	\$5,830,000	\$6,000,000
Ridgecrest	\$90,000	\$2,700,000	\$3,600,000
Briarcrest	\$205,000	\$4,700,000	\$4,905,000

Although the total costs are high relative to the needs of the communities, the communities understand that there are not only limited funds but also competing interests similar throughout the city and as such, a rational approach to implementing these improvements needs to be carefully planned over a period of time. As such, communities were asked to prioritize recommendations as high, medium or low priority. This would provide additional insight to the City on those improvements which were of highest importance to the neighborhood and to help guide funding strategies for implementing those recommendations.

Focusing initially on those recommendations of highest importance to each neighborhood allows us to approach improvements in more rational and affordable manner. The estimated cost for high priority improvements is shown below.

Neighborhood	High Priority Traffic Improvements	High Priority Pedestrian Improvements	Total
North City	\$25,000	2,515,000	\$2,540,000
Ridgecrest	\$25,000	\$1,450,000	\$1,475,000
Briarcrest	\$140,000	\$2,185,000	\$2,325,000

The city has already completed several low cost recommendations in each neighborhood plan such as clearing vegetation, installation of traffic signs and pavement markings, and the construction of traffic calming devices. In addition, the installation of a walkway on 10th Avenue NE between NE 175th St and NE 167th St was completed in 2006 as part of the Sidewalk CIP Program. This was identified as a high priority project for the Ridgecrest neighborhood.

Staff are continuing to identify funding opportunities through existing programs and sources to implement other NTAP projects. Possible funding sources include:

- Neighborhood Traffic Safety Program
- Traffic Small Works Projects
- Priority Walkway Program
- Grants
- CIP
- LID

Over the coming years Public Works Traffic Services Section will allocate funding through the Neighborhood Traffic Safety Program and their Traffic Small Works Project funds to continue to implement both high and medium priority projects identified through the plans. In addition, staff will seek out grant opportunities to fund pedestrian safety projects.

The most costly projects are walkway installation projects. Currently the primary funding opportunities for sidewalk installation along continuous routes are through the City's Sidewalk Priority Routes Program or through the CIP process. The Sidewalk Program is constructing sidewalks and pedestrian facilities along priority routes identified in the Transportation Master Plan. Traffic Services recommends giving special consideration to those locations identified in the Transportation Master Plan which are also priority routes identified in a Neighborhood Traffic Action Plan. An example of this type of coordination was the construction of walkway along 10th Avenue NE between NE 167th Street and NE 175th Street in 2006.

RECOMMENDATION

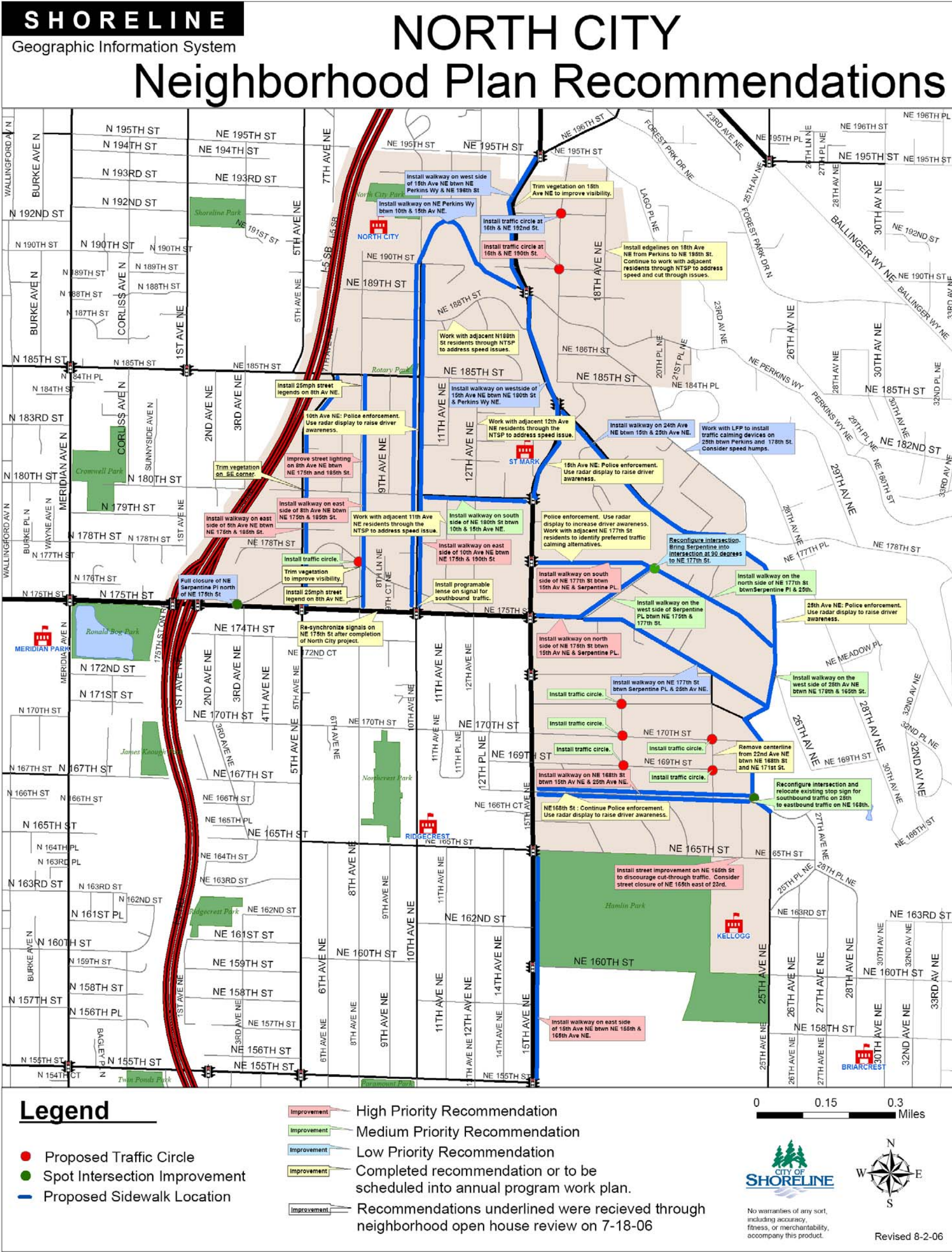
This is an update of the Neighborhood Traffic Action Planning process. No action is requested at this time.

Approved By: City Manager  City Attorney _____

ATTACHMENTS (Optional)

- Attachment A: North City Neighborhood Plan Recommendations Map
- Attachment B: North City Traffic Projects list
- Attachment C: North City Pedestrian Projects list
- Attachment D: Ridgecrest Neighborhood Plan Recommendations Map
- Attachment E: Ridgecrest Traffic and Pedestrian Projects list
- Attachment F: Briarcrest Neighborhood Plan Recommendations Map
- Attachment G: Briarcrest Traffic Projects list
- Attachment H: Briarcrest Pedestrian Projects list

APPENDIX A



APPENDIX B

North City Prioritized Project Recommendations

Traffic Projects

Location	Project	Priority
NE Serpentine Pl north of NE 175 th St & 3 rd Ave NE	Street closure	Low
8 th Ave NE & NE Serpentine PL	Traffic Circle	Med
8 th Ave NE - NE 175 th to NE 185 th	Upgrade street lighting	High
16 th Ave NE & NE 190 th St	Traffic Circle	Low
16 th Ave NE & NE 192 nd St	Traffic Circle	High
NE 165 th St east of 23 rd Ave NE	Mid block traffic calming device or Street Closure	High
22 nd Ave NE & NE 170 th St	Traffic Circle	Med
22 nd Ave NE & NE 169 th St	Traffic Circle	Med
25 th Ave NE - NE 178 th to Perkins Way NE	Speed humps	Low
NE 168 th St - 25 th Ave NE	Curb revision on southwest corner	Med
NE 169 th St & 18 th Ave NE	Traffic Circle	Med
NE 170 th St & 18 th Ave NE	Traffic Circle	Med
NE 171 st St & 18 th Ave NE	Traffic Circle	Med
NE 175 th St - 15 th Ave NE to Serpentine Pl	Chicane	Low

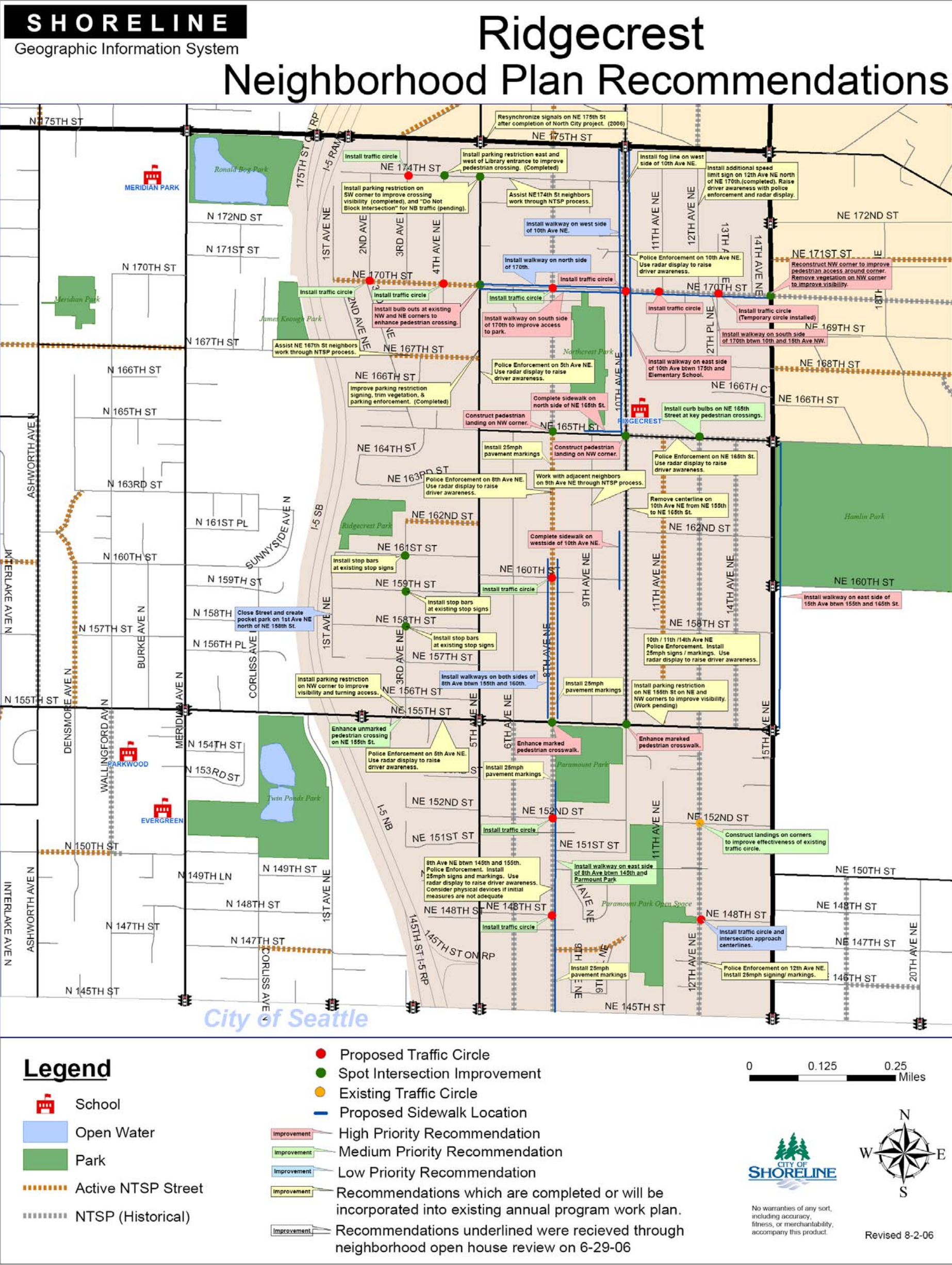
APPENDIX C

North City Prioritized Project Recommendations

Pedestrian Projects

Location	Project	Priority
NE Serpentine Pl - NE 175th St to NE 177th St	Sidewalk on west side	Med
5 th Ave NE - NE 175 th to NE 185th St	Sidewalk on east side	High
8 th Ave NE - NE 175 th to NE 185th	Sidewalk on east side	High
10 th Ave NE - NE 175th to NE 190th St	Sidewalk on east side	High
10 th Ave NE – NE 175 th to NE 190th St	Sidewalk on west side	Low
15 th Ave NE - 14 th Ave NE to Perkins Wy	Sidewalk on west side	Low
25 th Ave NE - NE 175 th to NE 165th St	Sidewalk on west side	Med
NE 168 th St - 15 th Ave NE to 25th Ave NE	sidewalks both sides	High
NE 175 th St - 15 th Ave NE to Serpentine Pl	Sidewalk on north side	High
NE 177 th St - 15 th Ave NE to Serpentine Pl	Sidewalk on south side	High
NE 180 th St between 10 th Ave and 15th Ave NE	Sidewalk	Med
NE 175 th St between Serpentine Pl and 25 th Ave NE	Sidewalk	Low
NE Perkins Wy between 10 th Ave NE and NE 15 th	Sidewalk	Low
15 th Ave NE between Perkins Wy NE and NE 180 th St	Sidewalk	Low
24 th Ave NE between 15th Ave and 25 th Ave NE	Sidewalk	Low

APPENDIX D



APPENDIX E

Ridgecrest Recommended Improvement Projects

Traffic Projects

Location	Project	Priority
NE 170th & 10th Ave NE	Traffic Circle	High
NE 170th & 11th Ave NE	Traffic Circle	High
NE 170th & 13th Ave NE	Traffic Circle	High
12th Ave NE & NE 152nd St	Install raised corner treatment on NW and SE corners existing circle	Med
NE 170th & 2nd Ave NE	Traffic Circle	Med
NE 170th & 4th Ave NE	Traffic Circle	Med
NE 174th & 3rd Ave NE	Traffic Circle	Med
12th Ave NE & NE 148th St	Install traffic circle and raised corner treatment	Low
1st Ave NE north of NE 158th St	Street Closure (create pocket park)	Low

Pedestrian Projects

Location	Project	Priority
5th Ave NE & NE 170th St	Curb bulbs on 5th at NE and NW corners at crosswalk	High
8th Ave NE & NE 155th St	Crosswalk enhancement	High
10th Ave NE between NE 165th and NE 175th	Sidewalk on east side	High
10th Ave NE between NE 158th and NE 162nd	Sidewalk on west side	High
10th Ave NE & NE 155th St	Crosswalk enhancement	High
15th Ave NE between NE 155th St and NE 165th	Sidewalk on east side	High
NE 165th St & 8th Ave NE	Pedestrian landing on NW corner	High
NE 165th St between 9th Ave NE & 10th Ave NE	Sidewalk on north side	High
NE 165th St & 10th Ave NE	Pedestrian landing on NW corner	High
NE 170th St between 5th Ave NE and 10th Ave NE	Sidewalk on south side	Med
NE 170th St between 10th Ave NE and 15th Ave NE	Sidewalk on south side	High
NE 165th St & 12th Ave NE	Curb bulb at existing marked crosswalk	Med
8th Ave NE between NE 155th and 160th St	Sidewalks on one side	Low
10th Ave NE between NE 165th and NE 175th	Sidewalks on west side	Low
NE 170th St between 5th Ave NE and 10th Ave NE	Sidewalk on north side	Low

APPENDIX G

Briarcrest Recommended Improvement Projects

Traffic Projects

Location	Project	Priority
NE 146 th St & 17 th Ave NE	Traffic circle	High
NE 148 th St & 17 th Ave NE	Traffic circle	High
NE 147 th St & 26 th Ave NE	Traffic circle	High
NE 150 th St & 26 th Ave NE	Traffic circle	High
NE 168 th St & 25 th Ave NE	Reconfigure intersection	High
NE 150 th St & 27 th Ave NE	Traffic circle	High
NE 155 th St & 27 th Ave NE	Traffic circle	High
NE 160 th St & 28 th Ave NE	Traffic circle	High
NE 147 th St & 30 th Ave NE	Traffic circle	High
NE 147 th St & 20 th Ave NE	Traffic circle	Medium
NE 147 th St & 31 st Ave NE	Traffic circle	Medium
NE 147 th St & 32 nd Ave NE	Traffic circle	Medium
NE 165 th St & 27 th Ave NE	Reconstruct Northwest/sw corners	Low
25 th PI NE / 27 th Ave NE / 28 th PI NE	Install center approach lines	Low

APPENDIX H

Briarcrest Recommended Improvement Projects

Pedestrian Projects

Location	Project	Priority
25 th Ave NE, NE 150 th St to NE 168 th St	Walkway on east side	High
27 th Ave NE, NE 145 th St to NE 155 th St	Walkway on east side	High
27 th Ave NE, north of NE 147 th St	Fill ditch to extend walkway	High
NE 149 th St, 30 th Ave NE to Bothell Way	Walkway on south side	High
NE 150 th St, 17 th Ave NE to 20 th Ave NE	Walkway on north side	High
NE 150 th St, 28 th Ave NE to 27 th Ave NE	Walkway on north side	High
NE 158 th St, 25 th Ave NE to 30 th Ave NE	Walkway on south side	High
NE 160 th St, 25 th Ave NE to 28 th Ave NE	Walkway on one side	High
NE 160 th St, 25 th Ave NE to 28 th Ave NE	Walkway on second side	Low
25 th Ave NE at NE 168 th St	Walkway on west side	High
17 th Ave NE, NE 145 th St to NE 150 th St	Walkway on one side	Medium
NE 147 th St, 15 th Ave NE to 22 nd Ave NE	Walkway on one side	Medium
NE 150 th St, 20 th Ave NE to 25 th Ave NE	Walkway on north side	Medium
25 th Ave NE, NE 145 th St to 200 ft north	Improve existing sidewalk on west side	Medium
27 th Ave NE, NE 155 th St to NE 160 th St	Walkway on east side	Medium
15 th Ave NE, NE 150 th St to NE 155 th St	Walkway on east side	Low
NE 150 th St, 15 th Ave NE to 17 th Ave NW	Improve/delineate pedestrian walkway on south side	Low
27 th Ave NE, NE 145 th St to NE 160 th St	Walkway on west side	Low
NE 155 th St, 27 th Ave NE to 32 nd Ave NE	Walkway on north side	Low