Council Meeting Date: March 05, 2007 **Agenda Item: 6(c)**

CITY COUNCIL AGENDA ITEM

CITY OF SHORELINE, WASHINGTON

AGENDA TITLE:	Arterial Speed Limit Study Update
DEPARTMENT:	Public Works
PRESENTED BY:	Mark Relph, Director of Public Works Jesus Sanchez, Operations Manager Rich Meredith, City Traffic Engineer

PROBLEM/ISSUE STATEMENT

The purpose of this report is to identify the arterial street segments (Appendix C) with no recommended changes in posted speed limits and to outline plans for including public input for developing future speed limit change recommendations.

The Council has reviewed Arterial Speed Limit findings at several meetings including:

- June 6, 2005: the Council adopted the Transportation Master Plan (which included the new street classifications)
- July 17, 2006, December 4, 2006, and January 8, 2007: Council reviewed the Arterial Speed Limit Findings

The report identifies a group of arterial street segments (Appendix C) that do not require changes in posted speed limits and proposes recommendations for including public input for developing future speed limit change recommendations.

RECOMMENDATION

No action required at this time. This report is for informational purposes only.

Approved By: City Manager *JM* City Attorney_____

INTRODUCTION

This report is the third in a series in response to the new street classifications adopted by the City Council June 6, 2005, with the Transportation Master Plan. A map of the new classifications is shown in Appendix A.

The purpose of this report is to identify the arterial street segments (Appendix C) with no recommended changes in posted speed limits, and to outline plans for including public input for developing future speed limit change recommendations

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 included 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.

Table 1 is a comparison of the previous street classifications to the new ones

Table 1

Abbreviation	Description	Previous Classification	Updated Classification
SR	State Route	Same as Principal Arterial	deleted - included with PA
PA	Principal Arterial		same
MA	Minor Arterial		same
CA	Collector Arterial		same
RS	Residential Street		deleted - included with NC and LS
NC	Neighborhood Collector	N/A	new - non-arterial streets that handle higher volumes, such as for commercial access
LS	Local Street	N/A	new - all non-arterials except NC

The range of appropriate speed limits and volumes for the different classifications is shown in Appendix B. With the new roadway classifications having been adopted, 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 suggested where changes in the posted speed limit would be appropriate. The review was presented to the City Council on July 17, 2006.

DISCUSSION

The principles of transportation planning and traffic operations both recognize the *importance of having a consistent look and feel to arterial routes.* By clearly identifying arterial streets with yellow centerline markings, traffic control devices for all intersecting streets (stop signs, traffic signals, etc.), and consistent application of speed limits, drivers can be encouraged to stay on the arterial network instead of finding alternate routes through neighborhoods. A marked centerline is typically a characteristic of an arterial street, so marking a centerline on a non-arterial street can identify a neighborhood street as a "through" route, and invite more traffic into a neighborhood.

An example of this philosophy can be seen in neighboring cities, such as Seattle, where all the arterial streets are marked with centerlines, while the non-arterials typically have none. The speed limit on all the arterials in Seattle is 30 MPH unless otherwise posted. There are signs at every arterial entry into Seattle that remind drivers of the arterial speed limits, which negates the need to have speed limit signs posted on every street.

Currently, there is an inconsistency in the treatments of some roadways in Shoreline. There are some local streets with centerlines, stop signs on all the side streets, and speed limits of 30 mph. There are also some arterials with speed limits below 30 mph. *One of the effects of having arterials streets with speeds lower than 30 MPH is that it can be just as easy, or easier, to travel through the neighborhood on local streets.* This has resulted in a need for additional staff-hours of police enforcement to achieve a lower operating speed, and maintain the lowered speed. In addition, having posted speed limit too low for the intended use is an underlying factor in complaints about speeding and cut-through traffic in neighborhoods.

Issues associated with speed limits that are set too low include the requirement for additional enforcement to achieve the desired driver behavior and posted speed compliance. Unfortunately, local residents who are normally obeying the law often get caught traveling too fast on 25 MPH arterials merely because they did not realize the speed limit was lower than other typical arterials. The City's traffic engineering staff has been subpoenaed into court to defend the engineering judgment associated with the posted speed on a street. In these type of cases, if found arbitrary or without adequate grounds, courts can dismiss speeding violations.

The issue of changing speed limits can be difficult. A common perception is that raising a speed limit will increase speeding and decrease safety. **Studies have shown that typically, simply changing the speed limit signs alone has little effect on the operating speed of a roadway**. Other factors have shown to have greater influence on driver speeds such as physical changes, including narrower lanes, curbs and sidewalks, and parallel parking can help to reduce driver comfort at higher speeds, so drivers tend to slow down.

Speed limits, when set too low, require more hours of enforcement, increase driver delay, and can cause drivers to seek faster routes through neighborhoods. Support for setting appropriate speed limits can be found in a number of engineering publications. Some of them are referenced below.

> *When a speed limit is to be posted, it should be within 10 km/h or 5 mph of the 85th-percentile speed of free-flowing traffic.*
>
> *Source: Manual on Uniform Traffic Control Devices (MUTCD), 2003 ed, FHWA*

When considering a change to the speed limit of a roadway, physical improvements may be needed to help adjust driving behavior. Such improvements can include centerline removal, edge line installation, intersection reconfiguration, sidewalks, and modifying signal operation.

> *A prerequisite to development of any effective speed management program is establishment of realistic speed limits to match roadway design and area*

characteristics. The goal is to design streets that communicate the appropriate speed for the facility. The selected speed limits should be consistent with driver expectations and commensurate with the functions of the roadway. A complementary relationship must exist among desired speed, actual operating speed, and posted speed limits. If the majority of road users view speed limits as unrealistic for prevailing conditions, the posted speed will be violated unless strictly enforced.

Source: Traffic Engineering Handbook, 5th Edition, Institute of Traffic Engineers (ITE)

Of the current 5,700 regulatory and warning signs in Shoreline, 700 are speed limit signs. These speed limit signs are located on most roadways because it is not readily apparent to drivers what the correct speed limit on each roadway is. Setting consistent speed limits can reduce sign clutter by creating opportunities to remove redundant speed limit signs.

Posting signs at the city limits stating "Arterial Speed 30MPH unless otherwise posted" allows a jurisdiction to remove redundant signs, unless the sign is needed for some other existing condition, such as marking the end of a school zone. For example, "Arterial Speed Limit" signs can be seen on all arterials entering Seattle, and their use is described as a standard in the Manual on Uniform Traffic Control Devices (MUTCD).

Speed Limit signs indicating the statutory speed limits shall be installed at entrances to the State and at jurisdictional boundaries of metropolitan areas.

Source: Manual on Uniform Traffic Control Devices (MUTCD), 2003 ed, FHWA

Installing such signs would need to be coordinated with evaluation and removal of centerline markings on non-arterial streets.

Benefits of appropriately assigned speed limits:
- Greater consistency in setting appropriate speed limits may help reduce driver confusion, and increase driver compliance.
- Statutory speed limits on roadways would be consistent with current roadway classification.
- Clearly defining arterial routes helps preserve neighborhood integrity.
- Appropriately set speed limits can free up police resources to focus their attention on problem areas.
- Drivers tend to respect and comply with speed limits when appropriately set.
- Brings more drivers into compliance with the law.

Disadvantages of raising the posted speed limits:
- Negative public perception
- Perception is that raising speed limit makes cars go faster and decreases safety.
- Increased resources to help defend speeding citations, and greater chance of dismissal.
- Capital improvement projects may be needed to maintain or improve driver compliance and the level of safety on each roadway

Disadvantages of lowering posted speed limits

- Increases the number of violators
- Perception is that lowering speed limit makes cars go slower and increases safety.
- Increased resources needed for enforcement.
- Capital improvement projects may be needed to maintain or improve driver compliance and the level of safety on each roadway

Methodology for evaluation of current conditions

Using the current list of arterials and neighborhood collectors adopted through the TMP, staff collected data on the average weekday traffic volumes and the 85% traffic speeds for the roadways.

Comparing the current speed and volume data to the roadway classification, staff developed a list of roadways to consider for further review of changes to the posted speed limit. The remaining roadways are listed in Appendix D.

NEXT STEPS

Further Evaluation Methodology Process

- Generate a list of roadways with the 85% speeds out of compliance of the posted or classification range policy by 5 or more MPH.
- Evaluate the collision history, roadway geometrics, pedestrian facilities, and land use (schools, etc).
- Develop a list of proposed speed limit changes.
- Hold a series of community meetings to collect public input on proposed speed limit changes.
    - It is important to bring public comments into the recommendations for changing the speed limits. Public works staff will hold a series of community meetings to provide residents an opportunity to comment on proposed speed limit changes prior to development of the final list of roadway changes. A preliminary schedule is to hold a meeting in each quadrant of the city, with additional meetings if needed.
- Compare the CIP needs vs the costs of enforcement to achieve compliance with the appropriate speed for the street classification.
- Work with Police Department in development of a final list of roadways for suggested changes to posted speed limit.
- Bring proposed speed limit changes, implementation plans, and ordinance changes for specific arterial links to the City Council in a series of staff reports to allow adequate time for discussion.

Funding Source Discussion

When considering a change to the speed limit of a roadway, physical improvements may be needed to help adjust driving behavior. Such improvements can include centerline removal, edge line installation, intersection reconfiguration, sidewalks, curb and gutter, drainage facilities, and modifying signal operations. Funding for such improvements could come from a combination of sources, including CIP projects, annual programs, and grants.

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.

An implementation plan needs to be developed prior to changing the speed limit signs on a roadway. Through the development of the table 2 in Appendix C, we can see some of the areas with the worst speeding problems. The police department is using this table 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 insure understanding of the process and the effects resulting from any speed limit change recommendations.

RECOMMENDATIONS

No action required at this time. This report is for informational purposes only.

ATTACHMENTS

Appendix A: Arterial Map of Shoreline
Appendix B: Characteristics of Roadways chart from TMP
Appendix C: Roadways with no proposed changes
Appendix D: Roadways Needing Further Review
Appendix E: Map of Current Posted Arterial Speed Limits

Appendix A - Arterial Map of Shoreline

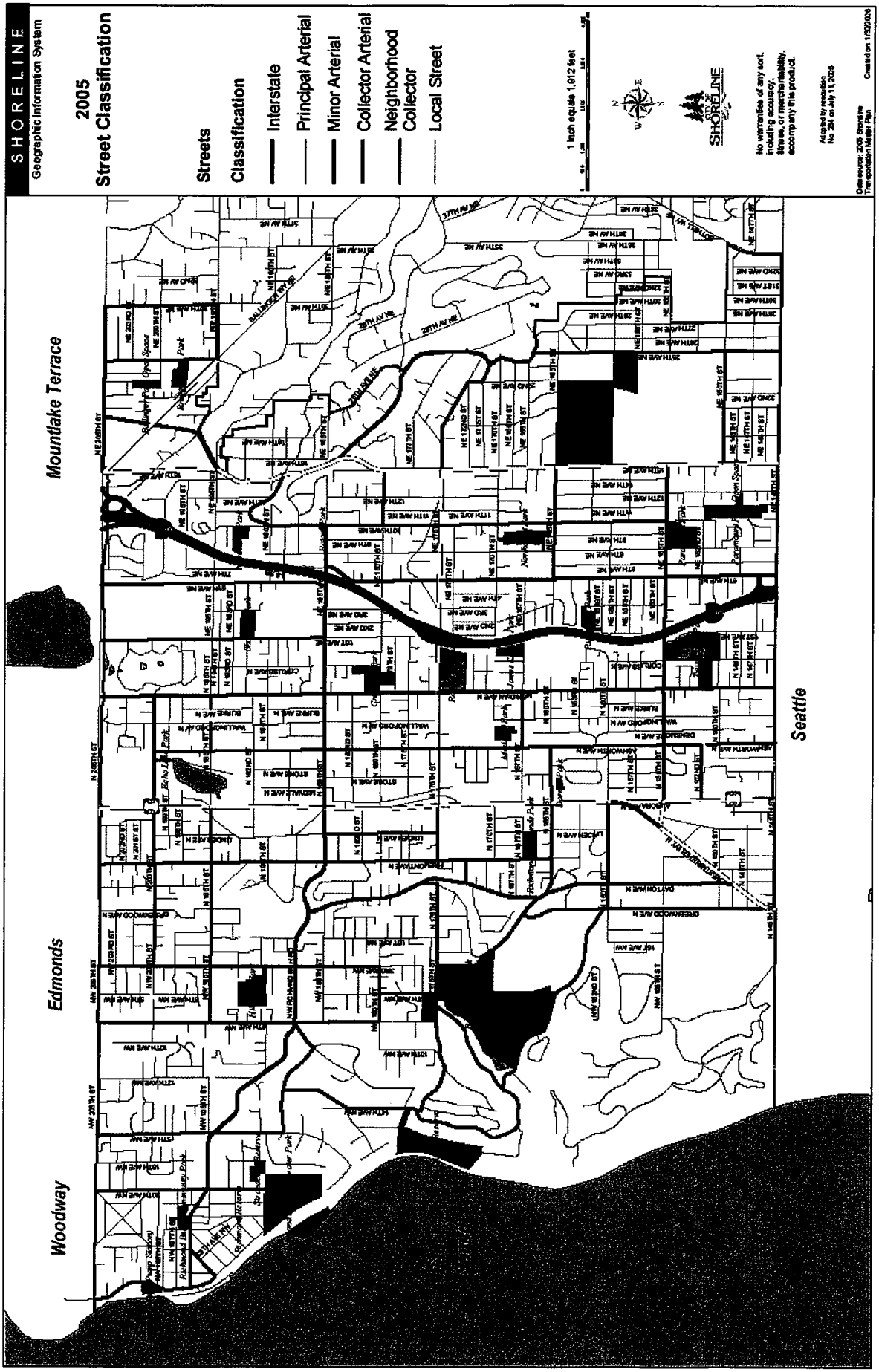


Table 6-3: General Description of Classified Streets

	Arterial			Local Street	
	Principal Arterial	**Minor Arterial**	**Collector Arterial**	**Neighborhood Collector**	**Local Street**
Function	- To connect cities and urban centers with minimum delay - To channel traffic to Interstate system - To accommodate long and through trips	- To connect activity centers within the City - To channel traffic to Principal Arterials/Interstate - Accommodate some long trips	- To serve community centers and businesses - To channel traffic from Neighborhood Access streets to Minor or Principal Arterials - Accommodate medium length trips	- To serve residential areas - To channel traffic from local streets to Collector Arterials - Accommodate short trips such as shopping trips	- To provide local accesses - To serve residential areas
Land Access	- Limited local access – refer to the "Access Management Plan"	- Limited local access to abutting properties	- Local access with some control	- Local access with minimum restrictions	- Local access with minimum restrictions
Speed Limits	- 30 – 45 mph	- 30 – 40 mph	- 30- 35 mph	- 25 –30 mph	- 25 mph
Daily Volumes (vpd)	- More than 15,000 vpd	- 8,000 – 25,000 vpd	- 3,000 – 9,000 vpd	- less than 4,000 vpd	- Less than 4,000 vpd
Number of Lanes	- Three or more lanes	- Three or more lanes	- Two or more lanes	- One or Two lanes	- One or Two lanes
Lane striping	- Travel lanes delineated with stripes	- Travel lanes delineated with stripes	- Travel lanes delineated with stripes	- No travel lane striping	- No travel lane striping
Median	- Landscaped medians or two-way center left turn lanes	- Landscaped medians or two-way center left turn lanes	- Landscaped medians allowed	- Medians are not needed unless provided as traffic calming devices	- Medians may be provided as traffic calming devices
Transit	- Buses/transit stops allowed	- Buses/transit stops allowed	- Buses/transit stops allowed	- Buses/transit stops not generally allowed except for short segments	- Buses/transit stops not allowed
Bicycle Facilities	- Bike lanes or shared lanes desired	- Bike lanes or shared lanes desired	- Bike lanes or shared lanes desired	- Shared lanes can be provided	- Bike facilities not specifically provided; may include signed bike routes
Pedestrian Facilities*	- Sidewalks on both sides - Landscaped/amenity strips	- Sidewalks on both sides - Landscaped/amenity strips	- Sidewalks on both sides - Landscaped/amenity strips	- Sidewalks on both sides - Landscaped/amenity strips	- Safe pedestrian access through the use of sidewalks, trails, or other means.

Source: City of Shoreline Transportation Master Plan – June, 2006

Street Segment	Old Class	New Class	Current Posted Speed Limit	85% speed	Volume	# of lanes	Speed Diff	Typical Posted Speed based on 85% speed	or Volume (AWDT)
10th Ave NE - NE 175th St to NE 185th St	RS	NC	30	35.2	5,200	2	5.2	30-40	30-40
10th Ave NE - NE 185th St to NE Perkins Wy	MA	CA	30	34.8	5,400	2	4.8	30-40	30-40
15th Ave NE - NE 145th St to NE 175th St	PA	PA	35	38.6	17,000	3	3.6	30-40	30-35
15th Ave NE - 15th Pl NE to NE 195th St	PA	PA	35	38.8	17,600	4	3.8	30-40	30-35
15th Ave NE - NE 195th St to NE 205th St	PA	PA	35	39.4	9,000	2	4.4	30-45	30-35
1st Ave NE - NE 145th St to NE 155th St	RS	CA	30	37.4	3,200	2	7.4	30-40	30-40
1st Ave NE - NE 194th St to NE 205th St	RS	CA	35	41.3	3,100	2	6.3	30-45	30-40
25th Ave NE - NE 145th St to NE 175th St	CA	CA	30	32.7	5,000	2	2.7	30-35	30-40
25th Ave NE - NE 175th St to NE 178th St	CA	CA	30	38.9	4,000	2	8.9	30-40	30-40
25th Ave NE - NE 178th St to NE Perkins Way	RS	NC	25	33	860	2	8	30-35	25-30
3rd Ave NW - NW 180th St to NW Richmond Bch Rd	RS	NC	25	30.1	1,500	2	5.1	30-35	25-30
5th Ave NE - NE 145th St to NE 175th St	MA	MA	30	37.4	7,200	2	7.4	30-40	30-40
5th Ave NE - NE 175th St to NE 185th St	MA	MA	30	38.3	4,000	2	8.3	30-40	30-40
5th Ave NE - NE 185th St to NE 205th St	CA	NC	30	37.6	2,000	2	7.6	30-40	25-30
8th Ave NW - NW 180th St to NW Richmond Bch Rd	CA	CA	30	35	3,700	2	5	30-40	30-40
Ashworth Ave N - N 145th St to N 150th St	RS	NC	25	32.8	350	2	7.8	30-35	25-30
Ashworth Ave N - N 152nd St to N 155th St	RS	NC	25	28.5	1,370	2	3.5	25-30	25-30
Ashworth Ave N - N 155th St to N 175th St	RS	NC	30	32.3	1,500	2	2.3	30-35	25-30
Ashworth Ave N - N 175th St to N 200th St	RS	NC	30	34.4	1,300	2	4.4	30-40	25-30
Fremont Ave N - N 165th St to N 205th St	RS	CA	30	33.9	9,000	2	3.9	30-35	30-35
Greenwood Ave N - NE 145th St to N Innis Arden Wy	CA	CA	35	39.8	7,000	2	4.8	30-45	30-40
Greenwood Ave N - Innis Arden Wy to Carlyle Hall Rd	RS	CA	30	36.6	3,400	2	6.6	30-40	30-40
Linden Ave N - N 175th St to N 185th St	RS	NC	25	33.5	2,900	2	8.5	30-35	25-30
Meridian Ave N - N 145th St to N 205th St	MA	MA	35	37	12,000	2	2	30-40	30-35
Midvale Ave N - N 175th St to N 185th St	RS	CA	25	31.3	1,200	2	6.3	30-35	25-30
N 152nd St - Aurora Ave N to Ashworth Ave N	RS	NC	25	27	2,250	2	2	25-30	25-30
N 155th St - Westminster Way N to Aurora Ave N	PA	PA	35	34.4	13,800	5	-0.6	30-40	30-35
N 160th St - Dayton Ave N to Aurora Ave N	MA	MA	35	38.7	8,500	4	3.7	30-40	30-35
N 165th St - Aurora Ave N to Ashworth Ave N	RS	NC	25	31	600	2	6	30-35	25-30
N 167th St - Ashworth Ave N to Meridian Ave N	RS	NC	25	33.7	1,900	2	8.7	30-35	25-30
N 175th St - Aurora Ave N to 15th Ave NE	PA	PA	35	41.6	33,000	4	6.6	30-45	30-35
N 195th St - Ashworth Ave N to Meridian Ave N	RS	NC	25	27.7	900	2	2.7	25-30	25-30
N 205th St - 3rd Ave NW to Aurora Ave N	MA	MA	35	39.9	15,000	3	4.9	30-45	25-30

Street Segment	Old Class	New Class	Current Posted Speed Limit	85% speed	Volume	# of lanes	Speed Diff	Typical Posted Speed based on 85% speed	or Volume (AWDT)
N 205th St - Aurora Ave N to Wallingford Ave N	SR	PA	35	37.2	20,100	4	2.2	30-40	30-35
NE 150th St - 15th Ave NE to 25th Ave NE	CA	CA	30	33.2	3,200	2	3.2	30-35	30-40
NE 155th St - 5th Ave NE to 15th Ave NE	MA	MA	35	37.3	9,000	3	2.3	30-40	30-35
NE 168th St - 15th Ave NE to 25th Ave NE	RS	LS	30	37.4	2,500	2	7.4	30-40	25-30
NE 175th St - 15th Ave NE to NE 172nd St	CA	CA	30	34.9	3,500	2	4.9	30-40	30-40
NE 178th St - 24th Ave NE to 25th Ave NE	MA	MA	35	38.5	3,700	2	3.5	30-40	30-40
NE 205th St - Ballinger Way NE to 30th Ave NE	RS	MA	40	35.4	10,800	2	-4.6	30-40	25-30
NW 175th St - 10th Ave NW to 15th Ave NW	RS	NC	25	27.1	500	2	2.1	25-30	25-30
NW 180th St - 3rd Ave NW to 6th Ave NW	RS	NC	25	29.7	450	2	4.7	30-35	25-30
NW 180th St - 6th Ave NW to 8th Ave NW	CA	CA	25	29.2	2,100	2	4.2	30-35	25-30
NW 195th St - 15th Ave NW to 20th Ave NW	MA	MA	30	38.6	9,100	4	8.6	30-40	30-35
NW 196th St - 20th Ave NW to 24th Ave NW	CA	CA	30	35.8	2,100	4	5.8	30-40	25-30
NW Richmond Bch Rd - 8th Ave NW to 15th Ave NW	MA	MA	30	36.8	12,000	4	6.8	30-40	30-35
Richmond Bch Dr NW - NW 195th Pl to NW 196th St	CA	NC	25	27.7	500	2	2.2	25-30	25-30
Ridgefield Rd NW - Innis Arden Rd to Springdale Ct NW	RS	NC	25	31.9	925	2	6.9	30-35	25-30
St Luke Pl N - N 175th St to Dayton Ave N	RS	CA	25	27.6	2,300	2	2.6	25-30	25-30
Westminster Way N - N 155th St to Aurora Ave N	PA	PA	35	44.1	6,800	2	9.1	30-45	30-40

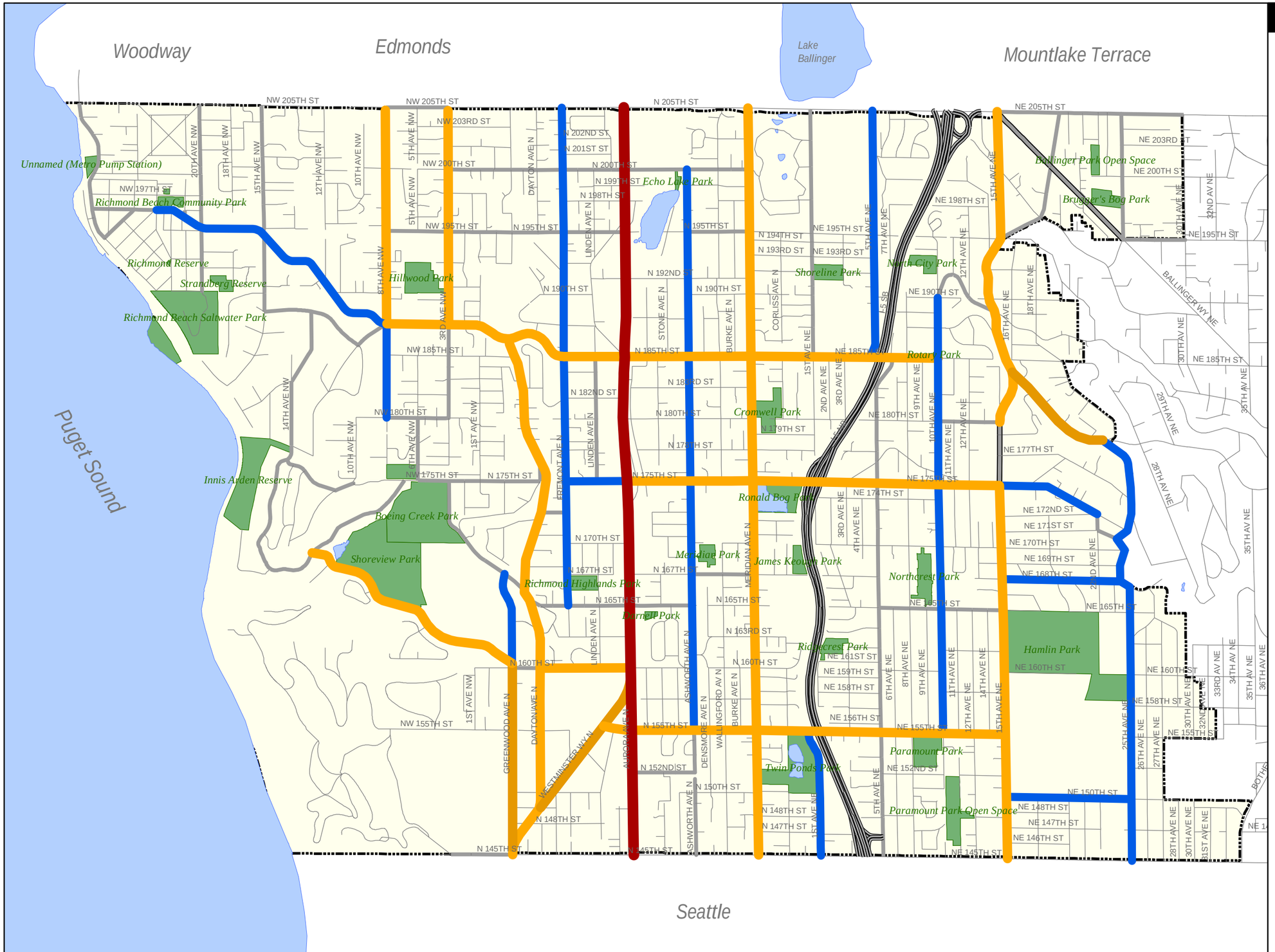
Street Segment	Old Class	New Class	Current Posted Speed Limit	85% speed	Volume	# of lanes	Speed Diff	Typical Posted Speed based on 85% speed or Volume (AWDT)	
10th Ave NW - NW Innis Arden W to NW 175th St	CA	CA	25	33.8	650	2	8.8	30-35	25-30
14th Ave NW - NW 175th St to NW Springdale Pl	CA	CA	25	33.9	1,024	2	8.9	30-35	25-30
15th Ave NE - NE 175th St to 15th Pl NE	PA	PA	25	34.7	17,600	4	9.7	30-40	30-35
15th Ave NW - NW 167th St to NW 175th St	CA	CA	25	34.6	1,130	2	9.6	30-40	25-30
15th Ave NW - NW 188th St to NW Richmond Bch Rd	CA	CA	25	33.1	1,424	2	8.1	30-35	25-30
15th Ave NW - NW Richmond Bch Rd to NW 205th St	RS	CA	25	31.7	1,400	2	6.7	30-35	25-30
19th Ave NE - 15th Ave NE to Ballinger Way NE	MA	MA	25	33.3	6,000	2	8.3	30-35	30-40
19th Ave NE - Ballinger Way NE to NE 205th St	MA	MA	25	33.5	8,000	2	8.5	30-35	30-35
1st Ave NE - NE 185th St to NE 194th St	RS	CA	25	34.2	3,600	2	9.2	30-40	30-40
20th Ave NW - NW 190th St to NW 205th St	CA	CA	25	31.5	2,200	2	6.5	30-35	25-30
22nd Ave NE - NE 171St St to NE 175th St	CA	CA	25	30.1	1,200	2	5.1	30-35	25-30
25th Ave NE - Ballinger Way NE to NE 205th St	RS	NC	25	34.1	1,700	2	9.1	30-40	25-30
3rd Ave NW - Carlyle Hal Rd NW to NW 175th St	CA	CA	25	38.2	3,500	2	13.2	30-40	30-40
6th Ave NW - NW 175th St to NW 180th St	CA	CA	25	34.8	2,700	2	4.8	30-40	25-30
Aurora Ave N - N 145th St to N 205th St	SR	PA	40	42.6	45,000	5	2.6	30-45	30-35
Ballinger Way NE - NE 195th St to NE 205th St	SR	PA	40	39.7	22,400	5	-0.3	30-45	30-35
Carlyle Hall Rd NW - 3rd Ave NW to Dayton Ave N	CA	CA	25	35	2,200	2	10	30-40	25-30
Dayton Ave N - Westminster Way N to N 185th St	MA	MA	35	38.5	8,600	2	3.5	30-40	30-35
N 155th St - Aurora Ave N to 5th Ave NE	MA	MA	35	37	12,500	3	2	30-40	30-35
N 160th St - Greenwood Ave N to Dayton Ave N	CA	CA	25	28.4	5,200	2	3.4	25-30	30-35
N 165th St - Carlyle Hall Rd N to Aurora Ave N	RS	CA	25	33.3	1,900	2	8.3	30-35	25-30
N 172nd St - Dayton Ave N to Fremont Ave N	RS	CA	25	30.8	5,000	2	5.8	30-35	30-40
N 175th St - Fremont Ave N to Aurora Ave N	CA	CA	30	34.9	10,000	4	4.9	30-40	30-35
N 195th St - Fremont Ave N to Aurora Ave N	RS	CA	25	18.8	1,140	2	-6.2	25-30	25-30
N 200th St - 3rd Ave NW to Meridian Ave N	CA	CA	25	34.9	6,000	2	9.9	30-40	30-40
NE 165th St - 5th Ave NE to 15th Ave NE	RS	CA	25	33.4	2,050	2	8.4	30-35	25-30
NE 171st St - 22nd Ave NE to 25th Ave NE	CA	CA	25	29.9	325	2	4.9	30-35	25-30
NE 180th St - 10th Ave NE to 15th Ave NE	RS	NC	25	34	2,800	2	9	30-35	25-30
NE Perkins Way - 10th Ave NE to 15th Ave NE	MA	CA	25	32.2	4,000	2	7.2	30-35	30-40
NE Perkins Way - 15th Ave NE to 25th Ave NE	MA	CA	25	33.3	3,000	2	8.3	30-35	25-30
NW 167th St - 10th Ave NW to 15th Ave NW	CA	CA	25	29.2	1,100	2	4.2	30-35	25-30
NW 175th St - Greenwood Pl N to 10th Ave NW	RS	CA	25	32.4	4,200	2	7.4	30-35	30-40
NW 188th St - Springdale Ct NW to 15th Ave NW	CA	CA	25	32.2	1,850	2	7.2	30-35	25-30

Street Segment	Old Class	New Class	Current Posted Speed Limit	85% speed	Volume	# of lanes	Speed Diff	Typical Posted Speed based on 85% speed	or Volume (AWDT)
NW 195th Pl - 24th Ave NW to NW Richmond Beach	CA	NC	25	32.6	950	2	7.6	30-35	25-30
NW 195th St - Fremont Ave N to 8th Ave NW	RS	NC	25	34.7	2,550	2	9.7	30-40	25-30
NW 196th St - 24th Ave NW to NW Richmond Bch Rd	CA	CA	25	33.3	900	2	8.3	30-35	25-30
NW 205th St - 3rd Ave NW to 8th Ave NW	RS	CA	25	25.1	2,000	2	0.1	25-30	25-30
NW Richmond Bch Rd - Fremont Ave N to 8th Ave NW	MA	MA	35	38.7	19,000	4	3.7	30-40	30-35
Richmond Bch Dr NW - NW 196th St to NW 205th St	CA	CA	25	31.5	525	2	6.5	30-35	25-30
Springdale Ct NW - 14th Ave NW to NW 188th St	CA	CA	25	28.9	1,300	2	3.9	25-30	25-30
Westminster Way N - Greenwood Ave N to N 155th St	PA	PA	35	43.2	22,000	4	8.2	30-45	30-35

SHORELINE

Geographic Information System

Current (2006) Posted Speed Limits



Legend

- 25 MPH — 7
- 30 MPH — 8
- 35 MPH — 9
- 40 MPH — 2

0 0.25 0.5 Miles

CITY OF SHORELINE

Plot date: July 2006