

DATE... DRAFT

Mr. Joseph Irons
15304 Ashworth Avenue N.
Shoreline, WA 98133

RE: Request to Close Ashworth Ave. N

Mr. Irons,

This letter is in response to your request to close Ashworth Avenue N to through traffic between N 155th Street and N 152nd Street. You have shared that the issue that concerns you is the speed and volume of traffic on the street. In particular you feel that cars from outside the Ashworth Avenue N neighborhood are often speeding and the additional cars and the speed that they travel create an unsafe condition in your neighborhood. You have also noted that the roadway geometry and lack of sidewalks aggravate your discomfort with the traffic and further your sense of an unsafe condition.

You and your neighbors joined the Shoreline Neighborhood Traffic Safety Program (NTSP) in 2006 and implemented NTSP phase 1 and 2 activities using a variety of education, enforcement and engineering "tools" to address your issue. At the conclusion of a partial street closure test in 2009, the barrier was removed and the street reopened to through traffic.

Although this issue has been discussed for some time, this summer you reengaged the city in your desire to close the street. Recognizing that things have changed over time, the city agreed to review the current traffic situation. You stated that you are not interested in pursuing NTSP phase 1 education and enforcement activities as those were tested several years ago with limited benefit and you see no value in repeating the exercise. Your request is to move into NTSP phase 2 with the request to close the street.

Key to determining how to move forward on phase 2 activities is data on the current traffic speed and volumes. A traffic counter was placed in your neighborhood from September 17th to 23rd and again from October 21st to 26th. The results of the latest speed survey, taken near 15318 Ashworth Ave N, show an average 85th percentile speed of 21.7 miles per hour. The average daily weekday traffic (AWDT) volume from both studies is 740 vehicles per day. This is relatively consistent with traffic count data recorded in 2008 and 2012. Attached to this letter is summary graph of the traffic count data taken since 2007 and the raw data from the two counts taken this year.

You had also asked that we collect speed data near the curve of Ashworth and 152nd. The results of that data collection, which occurred from October 21st to 26th, showed an average 85th percentile speed of 24.5 miles per hour. The counters for this survey were placed on Ashworth just north of the curve. This data is not included in the graph as it was collected at a different location.

Applying the 2015 traffic data to the "Selection and Prioritization Criteria for Phase 2 Program" in the NTSP, the street scores less than the required number of points in order to move into Phase 2. The scoring sheet is attached for reference. Collected data shows that 85% of drivers are travelling at or below the posted speed and that in the most recent three years; there has been one collision per year (accident history attached). An estimation of the amount of cut through traffic is attached as explanation for the scoring on the Selection and Prioritization Criteria sheet. Measured volumes were compared to standard trip generation rates for the residential land use in the neighborhood (excluding the new Malmo Apartments from the trip generation estimates) and according to this comparison, it appears little to no traffic from outside of the neighborhood is using the street as a cut through. As mentioned earlier, the AWDT volume is 740, indiscernibly above the threshold to not allow traffic devices. With this information, Public Works views this street as functioning adequately and safely for its purpose and does not support your request for a street closure.

You have asked how to appeal a Public Works decision/recommendation made through the NTSP process. You may make a request to close the street directly to the City Council using the process in the city code. A resident can initiate a request to close a street under the Shoreline Municipal Code (SMC) chapter 12.10.010 ([SMC 12.10.010](#)). This chapter adopts Title 14 of the King County Code (KCC) as the interim roads and bridges code. KCC chapter 14.38 ([http://www.kingcounty.gov/council/legislation/kc_code/17 Title 14.aspx](http://www.kingcounty.gov/council/legislation/kc_code/17_Title_14.aspx)) identifies the procedures required to close (or re-open) the road. These procedures include a petition, a public hearing, an evaluation/decision, public notice, and adoption by Council via an ordinance. The traffic speed, volume and accident data developed this year under the NTSP can be used in the petition process. If you elect to move forward with the petition, we would like to meet with you to discuss the petition boundaries and the signature collection requirements.

Sincerely,

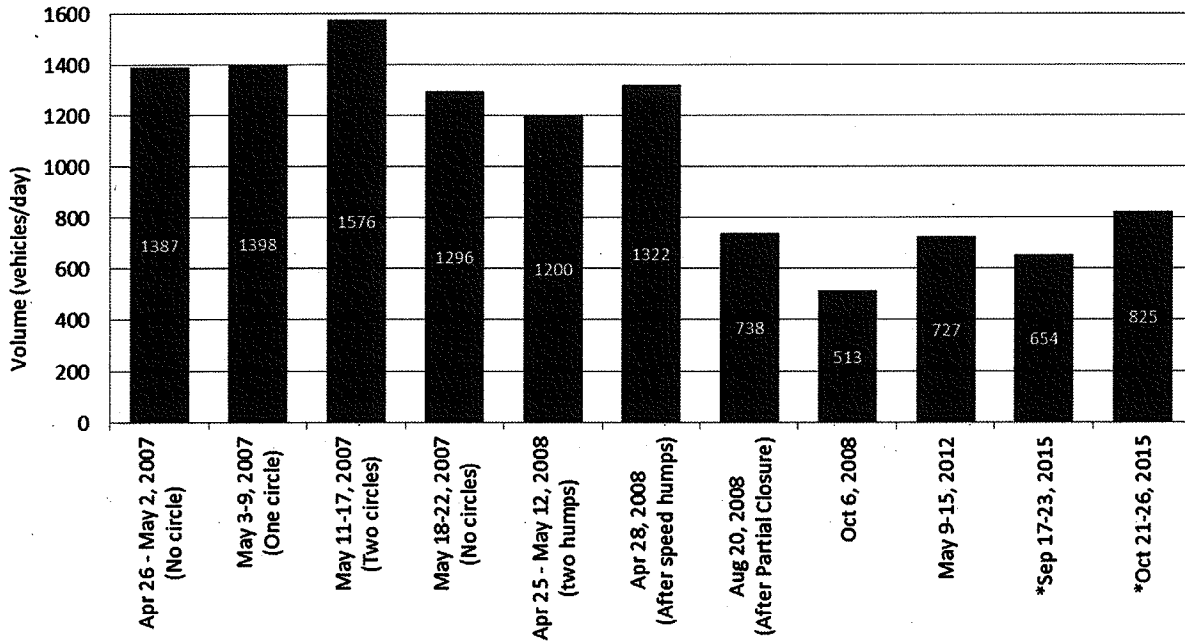
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Randy Witt, PE
Director of Public Works

C: Debbie Tarry, City Manager
 Tricia Juhnke, City Engineer
 Kendra Dedinsky, City Traffic Engineer

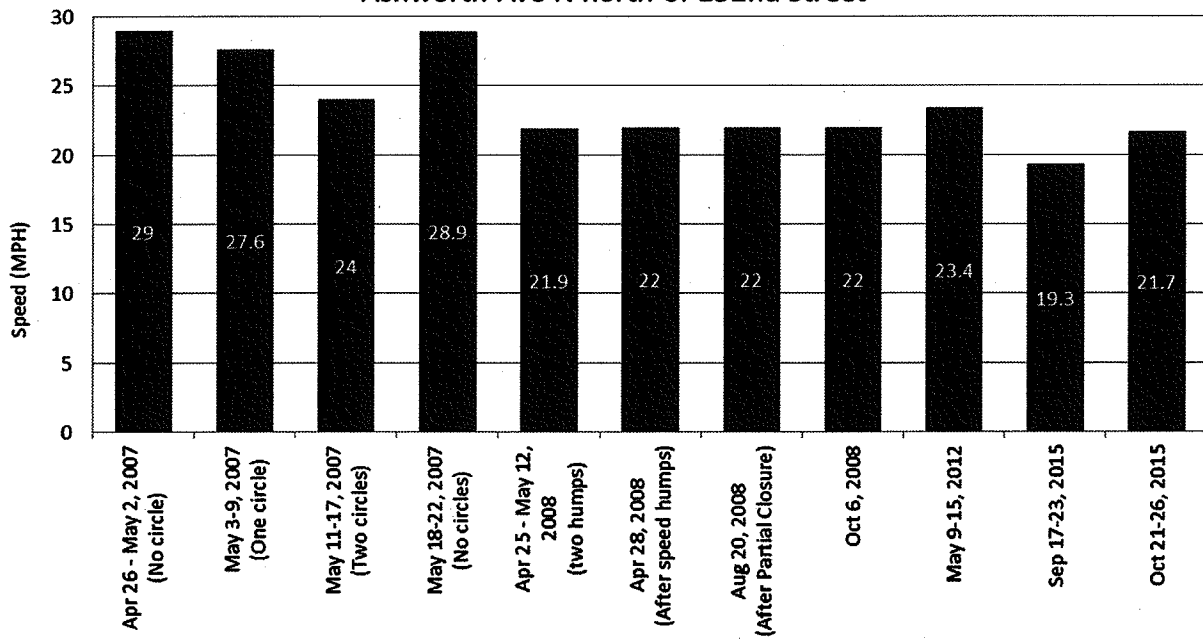
Attachments

Average Daily Volume Comparison Ashworth Ave N north of N 152nd Street



*2015 count updates summarize Average Weekday Daily Traffic (AWDT) for consistency with current Phase 2 Selection and Prioritization Criteria. Historic data was summarized for the full week (ADT).

85th Percentile Speed Comparison Ashworth Ave N north of 152nd Street



Selection and Prioritization Criteria for Phase 2 Program

Criteria	Points Possible	Points Awarded
Average Weekday Daily Traffic Counts (AWDT)		
Up to 700 AWDT	Devices not recommended	
700 – 2,500 AWDT	Device considered	
2,500 and over	Devices not recommended	
Traffic Cut-Through Volume ⁽¹⁾		
25.00% - 49.99%	1	
50.00% - 74.99%	2	
75.00% +	4	
Traffic Speeds ⁽²⁾		
0-5.99 mph over posted limit	0	0
6.00-8.99	2	
9.00-10.99	4	
11.00 +	6	
Sight Distance Limitations ⁽³⁾		
	2	2
Average Accident History (AAH) ⁽⁴⁾		
0.5 –1.0 accidents/year	1	1
1.1 – 1.5	2	
1.6 – 2.0	3	
2.1 – 2.5	5	
2.6 – 3.0	6	
Over 3.0	7	
Street Conditions		
No sidewalks	2	2
Sidewalks on one side of street only	1	
Parks, Schools Public or Private, K-12		
Within ¼ mile	3	3
Between ¼ and ½ mile	2	

Total: 8

- 1) As a percentage of the total AWDT on primary roadway between arterials.
- 2) 85th percentile of all vehicles, both directions, over a 24-hour period.
- 3) Limited vertical or horizontal sight distance, such as the inability to see over a hill or around a curve. Points will be given if stopping sight distance for crest and sag curves per WSDOT Design Manual are not met.
- 4) Reported collisions over past three years at intersections and mid-block for study area.
AAH = Total Collisions / ((# of Intersections + # of Mid-Block Segments)(# of Years Data))

Note: The minimum number of points required for a neighborhood to qualify for consideration is 11. All physical devices shall be subject to technical feasibility as determined by the City Engineer for the situation.

Year	Location	# Injuries	# Vehicles	First Collision Type/Object Struck	Contributing Circumstance
2009	ASHWORTH AVE N & N 152ND ST - NO SIGNAL	0	1	Guardrail - Face	Other
2009	ASHWORTH AVE N FROM N 152ND ST TO N 153RD ST	0	2	One parked--one moving	Other
2011	ASHWORTH AVE N & N 152ND ST - NO SIGNAL	0	1	Wood Sign Post	Under Influence of Alcohol
2012	ASHWORTH AVE N & N 152ND ST - NO SIGNAL	0	2	From opposite direction - both going straight - sideswipe	Over Center Line
2013	ASHWORTH AVE N FROM N 153RD ST TO ASHWORTH PL N	0	2	One parked--one moving	Other
2014	ASHWORTH AVE N FROM N 152ND ST TO N 153RD ST	0	2	One parked--one moving	Unknown Driver Distraction