

DISCUSSION STYLE MINUTES – Council Discussion of the Annual Traffic Report
This is the style of minutes we currently produce for Council Meetings. They go into greater detail and dedicate a paragraph to each Councilmember - providing an overview of what they said and in the order in which they said it.

***641 Words**

Deputy Mayor Robertson thanked staff for the report and commended Council for its recent decision to lower the speed limits on 15th Avenue. She recalled Council last discussed 10th Ave NE & NE 175th Street shortly before she joined Council and asked about the timing for applying for the WSDOT Grant and an outreach plan for Ridgecrest and North City neighborhoods. Ms. Dedinsky reviewed the outreach being conducted on other projects currently underway and elaborated on the WSDOT Grant requirements.

Councilmember Roberts recalled stakeholder's previously expressed concern over creating congestion if 175th Street went down to a three-lane configuration, and he emphasized the importance of conducting more outreach before a decision is made. Councilmember Roberts asked what can be done, outside of building full sidewalk infrastructure, to narrow a road to make it safer. Ms. Dedinsky said there are plenty of opportunities to lower speeds and she reviewed two examples of traffic calming measures installed on Evanston Avenue North. She also noted that land use and the presence of people tend to lower speeds, so she expects speeds will decrease as areas develop. Councilmember Roberts stated curb radii and raised sidewalks also lower speeds and asked if there are grants the City can apply for to achieve these types of improvements. Ms. Dedinsky confirmed that slowing drivers down as they turn is critical as pedestrians are often hit while crossing the street and the City is pursuing opportunities for these types of improvements.

Councilmember Mork said she recently drove 175th Street at the intersection of 10th Avenue at the time emergency personnel were responding to an accident and one eastbound and one westbound lane was closed. She asked if prohibiting left turns between certain times would relieve any of the issues at this location. Ms. Dedinsky said several low-cost things could be studied and implemented, but she cautioned that turn time restrictions require emphasis and enforcement, which the City has limited resources for. Limiting circulation could also impact other streets and based off her recollection, turn restrictions would not have addressed the injury collisions at this location.

Councilmember Ramsdell asked about qualitative data around citizen reporting, how the City addresses it, and how that information is shared out. Ms. Dedinsky responded that the City receives 300-400 traffic safety complaints annually and reviews and responds to each one of them. Most of the complaints center on local streets. Since addressing safety for each one of the complaints is unattainable, the

City refers to traffic collision data to make data-driven decisions on where the improvements should be placed. She noted that cumulative data received through qualitative information from the public is tracked in the City's asset management system and is shared with the Police, and both entities work together to solve issues.

Councilmember Pobe asked what types of projects the WSDOT Grant could be used for and Ms. Dedinsky explained the Grant focuses on data that shows where serious or fatal collisions have occurred, which would make the segment on 175th Street competitive.

Councilmember McConnell reiterated her supports for the City going after grant money. She said her biggest concern in going down to three lanes on 175th is that the decision is driven by public input including the business community.

Mayor Scully recognized the level of Police enforcement decreased in 2020 due to Covid and that there are current vacancies creating a staffing shortage, but said he is hopeful that the City can bring staffing back to normal levels. He stated he is supportive of reopening the conversation on 175th Street with stakeholders again and applying for the WSDOT Grant but emphasized that at this time there is no commitment to three lanes.

A majority of Councilmembers agreed that speed and street structure are considerable factors to the rate of collisions and expressed support pursuing the WSDOT City Safety Grant in March.

SUMMARY DISCUSSION MINUTES – Council Discussion of the Annual Traffic Report
This is the style of minutes we would like to ask Council if they are comfortable moving towards. They summarize the questions asked, without attributing them to a specific Councilmember, and staff's response. When Council is taking action, these minutes would summarize comments made by individual Councilmember's speaking for or against a motion.

***297 Words**

In discussion of the traffic report, Councilmembers asked questions about the WSDOT Grant requirements and emphasized community outreach needs to be a priority before moving forward on a grant application for 10th Ave NE & NE 175th Street. Ms. Dedinsky elaborated on the Grant's requirement for a data supported local road safety program and explained the Grant's flexibility to accommodate proven safety countermeasures.

Councilmembers asked questions about the feasibility of installing traffic calming features on roads that lack street improvements or furniture, the use of curb radii

and raised sidewalks to slow traffic, and on the possibility of implementing turn restrictions during certain times of the day. A concern was also raised over speeding due to traffic calming features being clustered in a confined area. Addressing staff's plans with possible grant funding, Ms. Dedinsky said she believes changes to curb radii will be critical to lower vehicle speeds and reduce collisions with pedestrians along other improvements in all future projects. She also responded that it would be challenging to enforce turn restrictions as enforcement staff and resources are limited. In addition, turn restrictions would not have addressed the injury collisions that occurred on 175th and could potentially cause other adverse impacts on residential streets.

A request was made to see qualitative community reporting data collected by City Staff and Police as well as outcome information. Ms. Dedinsky described the City's process for reviewing and responding to traffic safety complaints and detailed how the data is shared and how it guides where improvements are made.

A majority of Councilmembers agreed that speed and street structure are considerable factors to the rate of collisions and expressed support for reopening the conversation with stakeholders on 10th Ave NE & NE 175th and pursuing the WSDOT City Safety Grant in March.