

Memorandum

February 4, 2019

To: Honorable Mayor, Members of City Council, and City Manager

From: Scott Schafer, Director of Public Works
Joe Rosenlund, Streets & Traffic Operations Manager

Re: Status Update - Traffic Calming Projects

In accordance with the City's new Traffic-Calming procedure, a request for traffic-calming begins with a submittal of an "Initial Petition" to the City's Public Works Department containing at least 30% signature approval of the residents living within the proposed area (one signature per parcel). City Council can also direct staff to evaluate a specific location; initiating the traffic-calming procedure.

Upon receiving an Initial Petition, City staff will proceed with gathering traffic counts and speeds of vehicles without notification to drivers to ensure unbiased data is obtained for a solid baseline. Staff will then proceed with the three components of the Traffic-Calming procedure to evaluate possible traffic-calming issues:

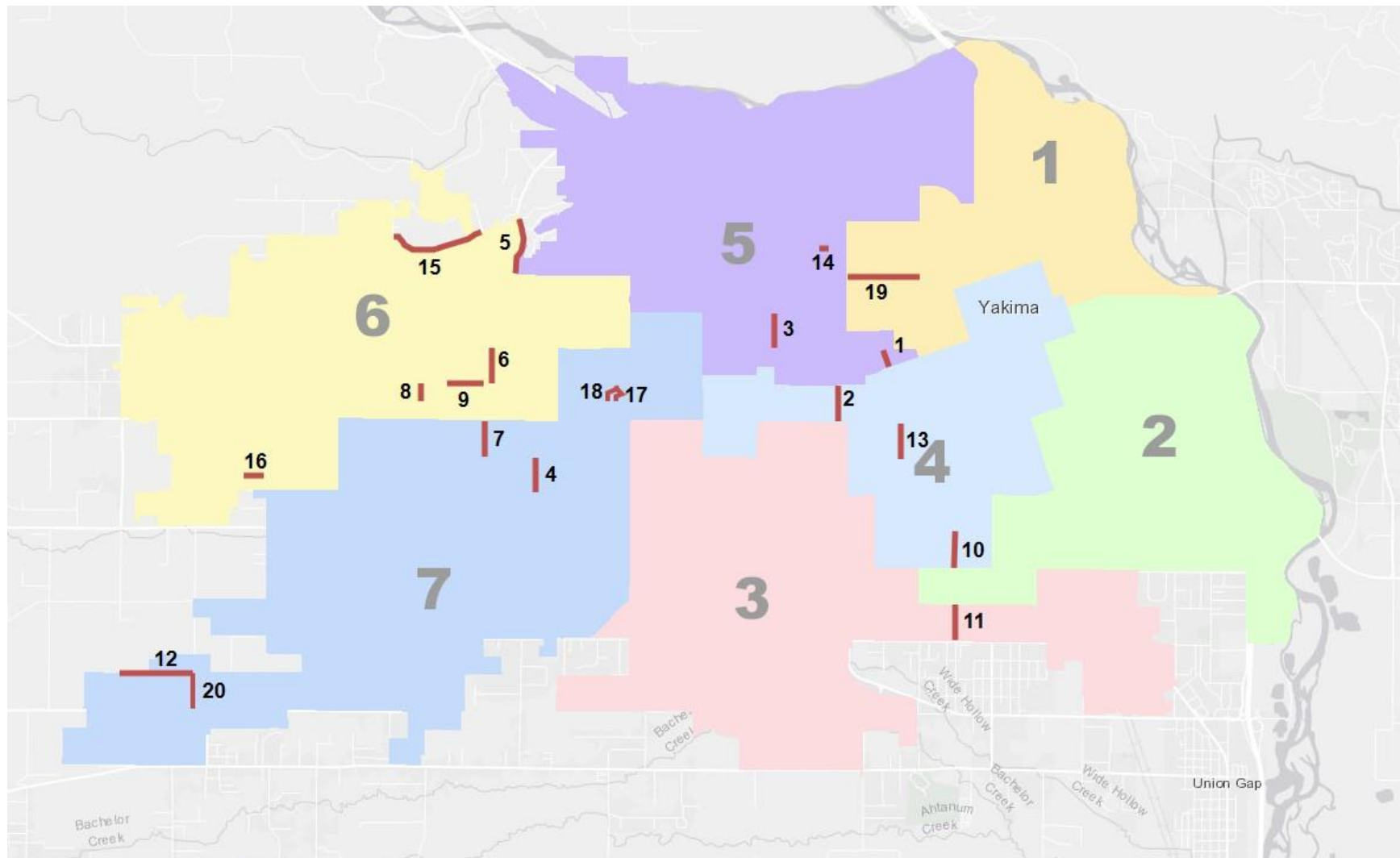
1. Education - installation of temporary signage and/or portable speed radar devices for a specific period of time. Evaluate for improvement. If no improvements, proceed to;
2. Enforcement - YPD to monitor and enforcement the particular area of concern. Evaluate for improvement. If no improvements, proceed to;
3. Engineering – design and installation of traffic-calming devices when Education and Enforcement do not resolve the behaviors of the drivers.

If data demonstrates improvements within a specific component in reducing vehicle speeds, no further action may be taken. It is the objective of the City to resolve traffic-calming issues at the lowest possible level while enhancing the street environment.

City Council approved \$130,000 in REET Funds to be utilized for traffic-calming measures as part of the 2019 Budget. This dollar amount was an estimate determined by staff based on the City's old Traffic-Calming procedure in which each of the requests would be resolved by the installation of speed humps. The process has since changed and traffic-calming measures will now be installed if data results indicate a need and traffic-calming measures taken will not always be speed humps.

Currently 19 traffic-calming requests are in the process of being evaluated. One more request was submitted to the City in late 2018 and will be added to the list to be evaluated.

Traffic-Calming Request Locations



Traffic Calming Requests

1/8/2019

Project #	Street	From	To	Petition	Date	Council District	Speed Limit	85% Speed	Avg. Speed	Weekday ADT
1.	N 11th Ave	Yakima Ave	Summitview Ave	X	07/17/17	5	25	24	19.1	1612
2.	S 17th Ave	Tieton Dr	Chestnut St	X	05/15/18	4	25	24	18.6	287
3.	N 24th Ave	Summitview Ave	Lincoln Ave	X	05/07/18	5	25	29	24.2	1308
4.	S 51st Ave	Nob Hill Blvd	Arlington St	X	05/21/18	7	25	22	17.1	264
5.	N 53rd Ave	Englewood Ave	Scenic Dr	X	01/01/16	6	25	30	26.5	1105
6.	N 55th Ave	Chestnut St	Summitview Ave	X	09/08/16	7	25	26	21.2	188
7.	S 56th Ave	Arlington St	Tieton Dr	X	07/11/17	6	25	31	26.1	975
8.	S 63rd Ave	Walnut St	Chestnut St	X	12/11/17	6	25	20	17.3	112
9.	Chestnut St	56th Ave	60th Ave	X	03/28/17	6	25	29	24.9	1955
10.	Cornell Ave	Logan Ave	Mead Ave	X	09/27/17	4	25	25	19.0	842
11.	Cornell Ave	Washington Ave	Pierce Ave	X	01/23/18	3	25	29	24.1	948
12.	Coolidge Rd	92nd Ave	96th Ave	X	03/08/18	7	25	32	24.5	492
13.	Pleasant Ave	Tieton Dr	St Helens St	X	08/17/17	4	25	23	18.7	1511
14.	Swan Ave	18th St	19th St	X	05/01/18	5	25	23	15.8	129
15.	Scenic Drive	6200	6400	x	08/03/18	6	30	33	29.0	1508
16.	Westbrook Ave	80th Ave	83rd Ave	x	08/17/18	6	25	27	22.2	1735
17.	Westover Dr	200 block		x	08/29/18	7	20	18	14.9	203
18.	Chisholm Trail	200 block		x	08/29/18	7	20	21	16.5	412
19.	Cherry Ave	5th Ave	16th Ave	Council	10/09/18	1	25	26	21.2	938
20.	88 th Ave	Coolidge Rd	Occidental	x	12/28/18	7	25	Scheduled	TBD	TBD

At or Below Speed Limit
Within 5 MPH Above Speed Limit
5 MPH or More Above Speed Limit

The initial baseline data is determined by using the 85th percentile which is defined as the speed 85 percent of vehicles are travelling in that particular area. The data results segregate the traffic-calming requests into three categories:

1. At or Below the Speed Limit
2. Within 5 MPH Above the Speed Limit
3. 5 MPH or More Above the Speed Limit

At or Below the Speed Limit

The 85th percentile of vehicle speeds have been determined to be ***at or below the posted speed limits*** on the following streets:

- N 11th Ave (Project #1)
- S 17th Ave (Project #2)
- S 51st Ave (Project #4)
- S 63rd Ave (Project #8)
- Cornell Ave (Logan Ave) (Project #10)
- Pleasant Ave (Project #13)
- Swan Ave (Project #14)
- Westover Dr (Project #17)

The traffic-calming requests for these streets do not warrant traffic-calming measures since the 85th percentile is at or below the posted speed limit. However, the posted speeds for some of these streets are under review. Reduction of the posted speed limit, if warranted, could possibly move a street into a higher risk category.

Within 5 MPH Above the Speed Limit

The 85th percentile of vehicle speeds have been determined to be ***within 5 mph above the posted speed limits*** on the following streets:

- N 24th Ave (Project #3)
- N 55th Ave (Project #6)
- Chestnut St (Project #9)
- Cornell Ave (Wash/Pierce) (Project #11)
- Scenic Drive (Project #15)
- Westbrook Ave (Project #16)
- Chisholm Trail (Project #18)
- Cherry Ave (Project #19)

The traffic-calming requests for these streets indicate further evaluation may be necessary since the 85th percentile is within 5 mph above the posted speed limit. The City will initiate the Education component of the Traffic-Calming procedure for these areas.

5 MPH or More Above the Speed Limit

The 85th percentile of vehicle speeds have been determined to be ***5 mph or more above the posted speed limits*** on the following streets:

- N 53rd Ave (Project #5)
- S 56th Ave (Project #7)
- Coolidge Rd (Project #12)

The traffic-calming requests for these streets indicate further evaluation is necessary since the 85th percentile is 5 mph or more above the posted speed limit. The City will initiate the Education component of the Traffic-Calming procedure for these areas.

The City's new Traffic-Calming procedure is now "data-driven" to determine if traffic-calming measures are necessary when such requests are received. The City will also look for other types of traffic-calming devices to install. Traffic-calming devices to be considered include:

- Permanent "speed indicator (radar)" signs
- Speed humps
- Traffic circles
- Sidewalk kickouts/Curb Extension
- Chicanes (designed curve in roadway)
- Road narrowing
- On-Street Parking
- Traffic Island/Median

It is unknown at this time as to what the timeframe and final costs may be for the traffic-calming requests needing further evaluations; within 5 mph above and 5 mph or more above the posted speed limits. The circumstances surrounding each request may differ with outcomes of resolution occurring at different stages of the process. In addition, the costs of the various types of traffic-calming devices vary.

The \$130,000 in REET Funds earmarked by City Council will be utilized in working closely with the residents in providing resolutions to their safety concerns of speeding vehicles by means necessary that best fit the situation with the least disruption and impact to their neighborhood.