



On June 30th, Governor Inslee issued the “Washington Ready” guidelines, effectively re-opening the State of Washington and removing the Covid-19 restrictions. The City of Sumner looks forward to welcoming members of the public to its meetings in-person, but until further notice will continue to conduct its meetings 100% virtually, using the ZOOM platform. The public is invited to attend using the ZOOM meeting access information below.

<https://sumnerwa-gov.zoom.us/j/89355723005>

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CALL TO ORDER

Roll Call: Bitetto, Brown, Hamilton, Hayden, Hochstatter, Neuman and Reed

REGULAR BUSINESS

1. 174th Ave E and 74th St Ct E Neighborhood Traffic Calming Study

CITY ADMINISTRATOR REPORT

AGENDA SETTING

1. Council Meeting Agenda Calendar
2. Council Committee Meeting Calendar

EXECUTIVE SESSION

ADJOURNMENT

This meeting is accessible to persons with disabilities. For individuals who may require special accommodations, please contact the City Clerk at (253) 299-5590, 24 hours in advance.

SUBJECT: 174th Ave E and 74th St Ct E Neighborhood Traffic Calming Study

CATEGORY: Presentation

BUDGET IMPACT:

Expenditure Required: None

Within Budget Allocation: N/A

ATTACHMENTS:

1. Consultant Report
-

STAFF CONTACT: Michael Kosa, City Engineer, Mike Dahlem, Public Works Director

SUMMARY BACKGROUND:

Residents along 147th Ave E and 74th St Ct E (Valley Meadows) have raised concerns about traffic volumes and speeds along the streets adjacent to their properties. The streets and homes were constructed in 2017/2018 as part of the Valley Meadows Plat. The roadways constructed as part of the plat connected a portion of the roadway grid in the Rivergrove neighborhood that did not exist prior to development.

The primary access to the Rivergrove neighborhood is Rivergrove Dr E. The new roadways provide a second access to the neighborhood from SR 162, a key roadway network resiliency in the event of emergencies such as flooding, natural disasters, etc. Some motorists from the Rivergrove neighborhood now use the new roadways for SR 162 access rather than Rivergrove Drive E.

Concerned residents contacted City staff in 2018. City staff completed traffic studies in 2018 and 2020. A neighborhood petition was completed by the neighborhood in 2019 and sent to the City. Temporary speed bumps were installed by City staff in 2019 and 2020. Neighborhood community members continue to identify speeding and volume issues in the neighborhood into 2021.

In Spring 2021, the City hired Transpo Group to analyze speeds and volumes in the area and recommend solutions as appropriate. The attached report summarizes the analysis. Ultimately, the study found "no significant speeding issue along the study corridors," and that "there is no significant cut-through issue." Transpo recommends modifying speed limits to 25 mph to be consistent with the typical citywide speed limit and with state law. Staff plans to prepare an ordinance for Council in September to make the recommended modifications to City code.

COUNCIL COMMITTEE/STUDY SESSION: Study Session

MEETING/STUDY SESSION DATE: 8/9/2021

COMMITTEE RECOMMENDATION: Information Only

STAFF RECOMMENDATIONS/MOTION:

Presentation Only

MEMORANDUM

Date:	June 24, 2021	TG:	1.20324.00 TO 3
To:	Michael Kosa, PE – City of Sumner		
From:	Stefanie Herzstein PE, PTOE – Transpo Group		
Subject:	74th Street Court E and 147th Avenue E Traffic Calming Study (T2105)		

The Valley Meadows neighborhood has raised concerns with the City of Sumner on the level of traffic and vehicle speeds through the neighborhood along the 74th Street Court E and 147th Avenue E corridors. The memorandum summarizes the result of the assessment of the two corridors and provides a series of recommendations to address the findings from the study.

Background and Study Area Description

As shown in Figure 1, the Valley Meadows neighborhood is located south of SR 410 on the west side of Valley Avenue (State Route (SR) 162). The neighborhood is at the southern City limits where Sumner is on the west side of SR 162 and to the east is Pierce County. SR 162 is a WSDOT maintained facility. Direct access to the neighborhood is provided via 74th Street Court at SR 162.

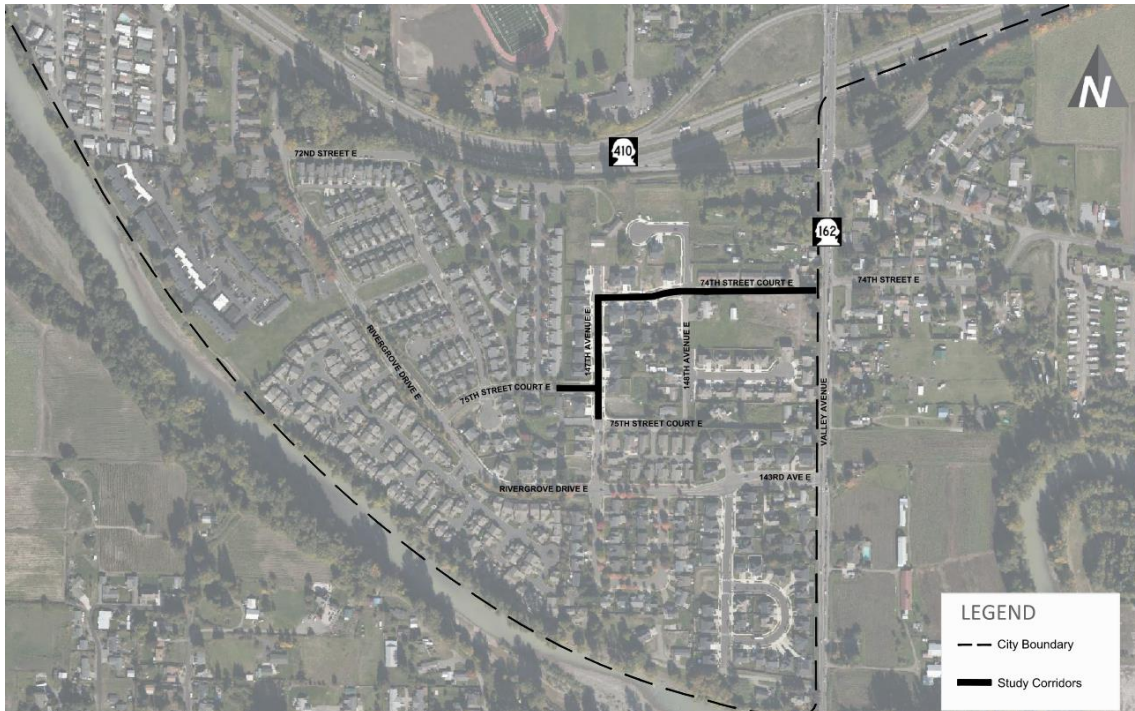


Figure 1 Valley Meadow Neighborhood and Vicinity

During the weekday PM peak hour, there is congestion along SR 162 and traffic in the southbound direction can often back-up beyond 74th Street Court E from the traffic signal at Rivergrove Drive. Other residential neighborhoods are located south and east of Valley Meadows and have a primary access along SR 162 at the signalized intersection of Rivergrove Drive (143rd Avenue E). Rivergrove Drive is a collector with a speed limit of 25 mph. Drivers having difficulty accessing the Rivergrove Drive intersection at SR 162 due to congestion in the southbound direction may make a right-turn at 74th Street Court E and “cut-through” the Meadow Valley neighborhood to travel to neighborhoods south and east.



Existing 74th St Ct E Improved to City Street Standards (from Google Street view)



Existing 147th Ave E Improved to City Street Standards (from Google Street view)

Both 74th Street Court E and 147th Avenue E are classified as local neighborhood streets. Valley Meadows is a newer neighborhood, and both segments of 74th Street Court E and 147th Avenue E have been improved to meet the City's current street standards. The approximate dimensions of the roadways include approximately 28-foot curb-to-curb, with 5-foot sidewalks on both sides separated by a landscaped buffer. Outside of the neighborhood, 74th Street Court E between 148th Avenue Court E and SR 162 has been widened in some sections with new development.

The speed limit for local streets is 25 miles per hour (mph). The speed limit along 147th Avenue E is 25 mph; however, Sumner Municipal Code (SMC) 10.20.050 sets a maximum speed limit of 15 mph on 74th Street Court E between 147th Avenue E and SR 162. SMC outlines that signs must be posted giving notice of a speed limit less than 25 mph on local streets; there are 15 mph speed signs along 74th Street Court E.

Historically, 74th Street Court E was designated with a 15-mph speed limit because it was a farm road that was not designed for higher speeds. Currently, the streets within Valley Meadows as well as the improved portions of 74th Street Court E east of 148th Avenue E are all designed for 25 mph speeds consistent with the City's local street standards.

Traffic Data Review

Traffic volumes, collision history and speeds were reviewed within the study area. Traffic volumes and speeds were collected one week between February 25 and March 4, 2020. Data was collected at three locations: (1) 74th Street Court E, (2) 147th Avenue E and (3) 75th Street Court E. Figure 2 shows the data collection locations.

Traffic Volumes

The traffic counts show that 74th Street Court E carries an average of 450 vehicles per day, 147th Avenue E carries 180 vehicles per day south of 75th Street Court E and 75th Street Court E carries about 600 vehicles per day. The traffic levels along these streets are consistent with local streets, which are designed to comfortably carry up to 1,000 vehicles per day¹.

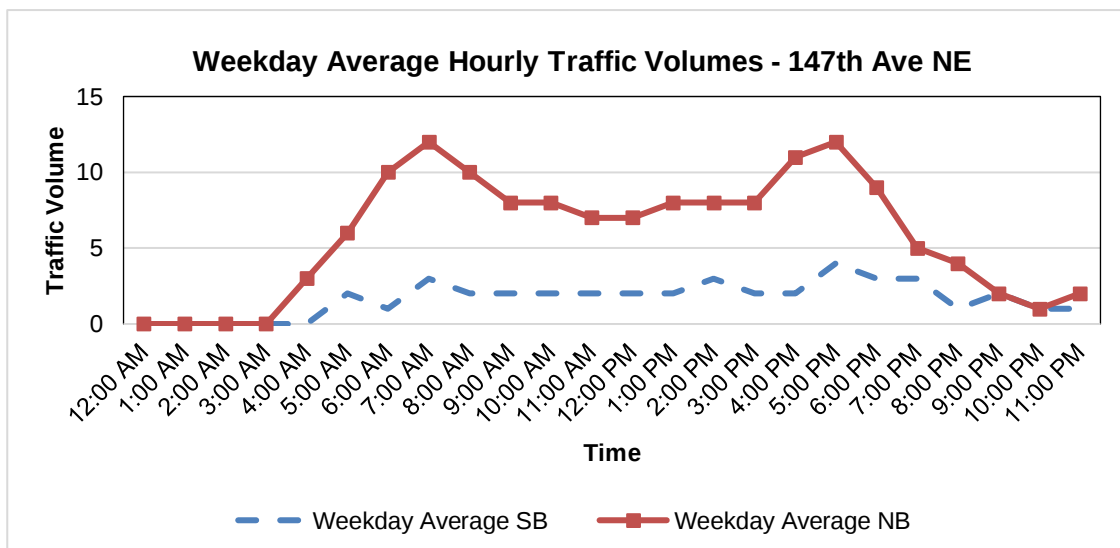
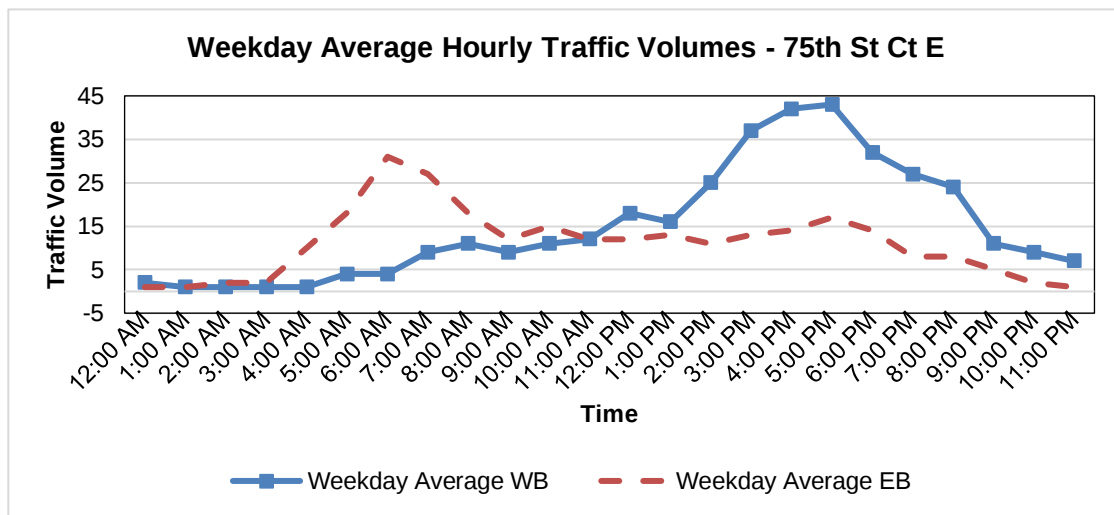
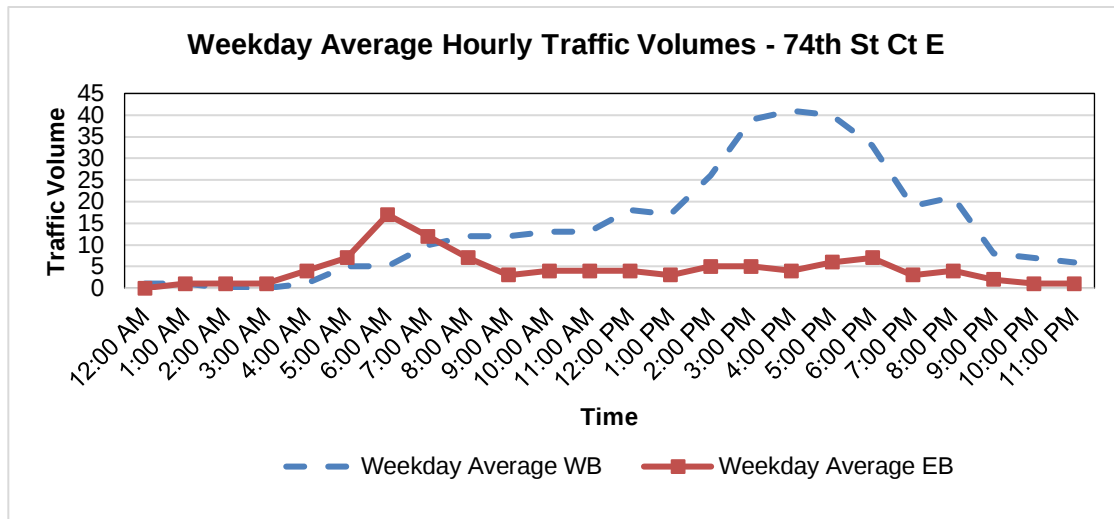
Figure 2 shows the average weekday PM peak hour traffic volumes at the traffic count locations. The westbound and southbound directions along the streets indicate travel into the neighborhoods whereas the eastbound and northbound travel is generally headed out of the neighborhood. As shown in Figure 2, there does appear to be “cut-through” traffic since the westbound traffic along 74th Street Court E and 75th Street Court E is very similar indicating that there is limited traffic staying within the Valley Meadow neighborhood.



Figure 2 Data Collection Locations and Average Weekday PM Peak Hour Traffic Volumes

¹ City of Sumner 2015 Sumner Transportation Plan Table 5-1 showing typical range of daily traffic volumes for function classifications.

The charts below show the hourly traffic volumes along 74th Street Court, 147th Avenue E and 75th Street Court E.



Based on the charts, the following conclusions can be made:

- There is an increase in traffic heading into the neighborhood during the weekday evening commute period (approximately 3 to 6 p.m.), which is more than double what is seen along 74th Street Court E and 75th Street Court E during the morning commute period. However, traffic volumes are low and continue to be within the range of what is anticipated on a local street.
- The westbound traffic volume between 74th Street Court E and 75th Street Court E is consistent indicating that most traffic is travelling through the neighborhood (cut-through traffic) and not residents of Meadow Valley.

Conclusion: *Based on the traffic volume data collected, there is traffic cutting through along 74th Street Court E and 147th Avenue E but the traffic levels are low and within the range of what local streets are designed to carry comfortably.*

Collision History

Collision records for the most recent complete 3-year period were reviewed for the study area. Historical collision data was provided by WSDOT, but originates from local law enforcement agencies, such as the City of Sumner Police Department. The data was for the most recent 3-year period of January 1, 2018 to December 31, 2020. A review of historical collisions was completed to identify potential safety issues for vehicles, pedestrians, and cyclists as well as to determine whether safety issues warrant changes in speeds or traffic calming measures. Table 1 summarizes every reported collision for 74th Street Court E and 147th Avenue E.

Table 1. Three-Year Collision Summary – 2018 to 2020

Location	Number of Collisions			Total Collisions	Annual Average	Collisions per MEV ¹
	2018	2019	2020			
<u>Intersection</u>						
147th Avenue E / 74th Street Court E	0	0	1	1	0.3	0.48
147th Avenue E / 75th Street Court E	0	0	1	1	0.3	0.67
<u>Roadway Segments</u>						
74th St Ct E between SR 162 and 148th Ave Ct E	0	0	0	0	0	0
74th St Ct E between 148th Ave Ct E and 147th Ave E	0	0	0	0	0	0
147th Ave E between 74th St Ct E and 75th St Ct E	0	0	0	0	0	0

Source: WSDOT

Under 23 U.S. Code § 409 and 23 U.S. Code § 148, safety data, reports, surveys, schedules, lists compiled or collected for the purpose of identifying, evaluating, or planning the safety enhancement of potential crash sites, hazardous roadway conditions, or railway-highway crossings are not subject to discovery or admitted into evidence in a Federal or State court proceeding or considered for other purposes in any action for damages arising from any occurrence at a location mentioned or addressed in such reports, surveys, schedules, lists, or data.

1. Collisions per million entering vehicles.

Review of the collision data did not show any specific correlation to speed-related causes or specific safety issues resulting in collisions. The majority two collisions in 2020 were related to driver inattention. None of the collisions involved pedestrians or bicyclists.

Conclusion: *No specific safety issues are identified based on the collision history.*

Vehicle Speeds

The key speed indicators include the median speed, 85th percentile speed, 10 mph pace, percent in pace, and percent of vehicles 5 mph over the speed limit. These indicators are used to help identify if a speeding problem exists and to what extent and assist in determining appropriate

traffic calming improvements to consider, if warranted. The definition and purpose of these speed indicators are described below.

- **Median Speed** – The speed in which 50 percent of all traffic is traveling at or below. This statistical measure is not typically used in determining the appropriate posted speed limit but is used as a point of reference in understanding the prevailing conditions. The median speeds should be under the posted speed limit.
- **85th Percentile Speed** – The speed in which 85 percent of the traffic is traveling at or below. The 85th percentile speed is often used as a starting point for determining the speed limit, to take into account that 15 percent of drivers may be traveling unreasonably fast. Typically, the 85th percentile speed should be within 5 to 10 mph of the posted speed.
- **10 mph Pace** – The 10-mph pace is a measure of the range in speeds and is defined as the consecutive 10 mph range containing the highest number of vehicles. Typically, the posted speed limit should be near the upper limit of the 10-mph pace.
- **Percent in Pace** – The percent in pace represents the percentage of all vehicles traveling within the 10-mph pace. It is desirable to have a high percentage of the total number of vehicles in the 10-mph pace.
- **Percent of Vehicles 5 mph over the Speed Limit** – The number of vehicles traveling over the posted speed limit by at least 5 mph. As a general guideline, speeding along a roadway segment is an issue or the speed limit is not set appropriately when more than 15 percent of the vehicles exceed the speed limit by at least 5 mph.

Table 2 summarizes the key speed indicators for 74th Street Court E, 147th Avenue E and 75th Street Court E. Summary sheets are attached to the memorandum (Attachment 1) showing the speed by direction and day.

Table 2. Speed Data Summary

Location	Posted Speed (mph)	Direction	ADT ¹	Median Speed (mph)	85 th Percentile (mph)	10 mph Pace	% in Pace	% Of Vehicles 5 mph over ²		
								15 mph	20 mph	25 mph
74th St Ct e/o 147th Ave	15	EB	106	19	23	15 – 24	92%	45%	1.0%	0.0%
	15	WB	348	18	23	15 – 24	79%	31%	3.6%	0.7%
147th Ave s/o 75th St Ct	25	SB	40	14	18	15 – 24	35%	NA	5.4%	0.0%
	25	NB	141	14	19	15 – 24	46%	NA	0.0%	0.0%
75th St Ct w/o 147th Ave	25	EB	267	16	20	15 – 24	73%	NA	0.4%	0.4%
	25	WB	357	19	23	15 – 24	86%	NA	4.9%	0.5%

Note: Not applicable, speed limit of 15 mph not allowed by State Law.

1. Average Weekday Daily Traffic.

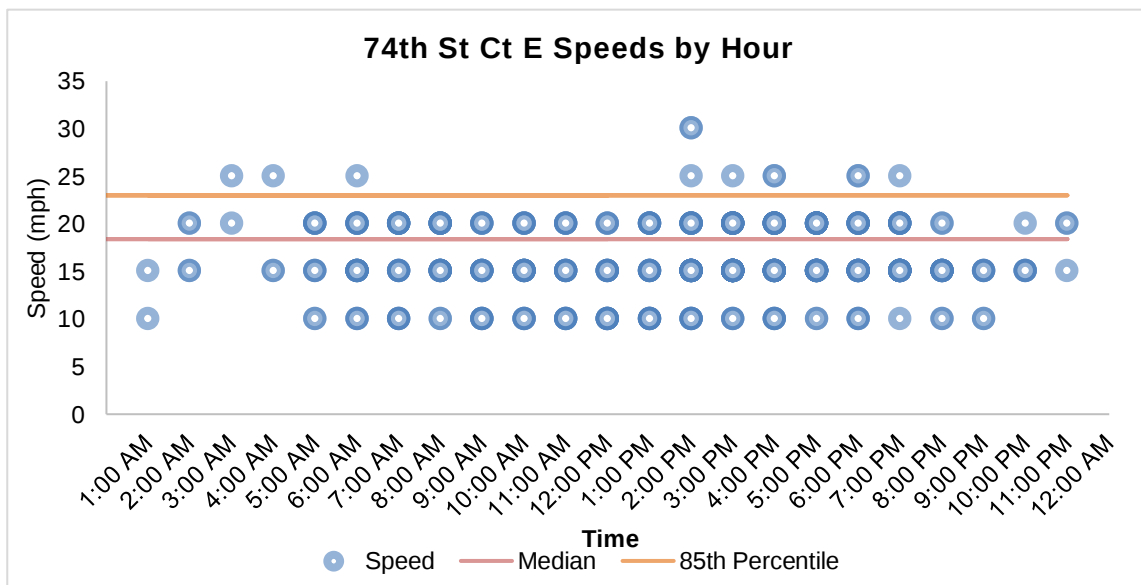
2. Represents the vehicles exceeding the posted speed limit by at least 5 mph.

3. Speed data was collected on 2/26/2020.

Based on the speed data results summarized in Table 2, the following conclusions can be made:

- The median speed, which 50 percent of the vehicles travel at or below, is below posted speed limit in both directions for all locations, with the exception of 74th Street Court E. The median speed is 19 mph with a posted speed limit of 15 mph along 74th Street Court E.
- The 85th percentile speed ranges between 18 mph and 23 mph at the study locations, which is below the speed limit along 147th Avenue E and 75th Street Court E but above the 15-mph speed limit along 74th Street Court E. Typically the 85th percentile speed is used to set the posted speed limit and should be within 5 mph of the posted speed. Based on the data, there is an indication that the speed limit along 74th Street Court E should be between 20 and 25 mph.
- The 10-mph pace is shown to be between 15 and 24 mph at all locations, the upper limits of the 10-mph pace should be close to the posted speed limit. The 25-mph speed limit along 147th Avenue E and 75th Street Court E is close to the upper end of the pace; however, the 15-mph speed limit along 74th Street Court E is at the lower end of the pace.
- The percent of vehicles traveling 5 mph or greater over the posted speed limit at the study locations ranges between 0 and 45 percent at the study locations. Typically, any location higher than 15 percent indicates a possible speeding issue or the speed limit may not be appropriate. The data indicates that along 74th Street Court E the speed limit of 15 mph is not appropriate especially given the design of the street meets the current City standards for a 25-mph facility. The percent of vehicles travelling 5 mph or greater over 20 and 25 mph along 74th Street Court E is less than 5 percent indicating 20 to 25 mph is a more appropriate speed limit for this street.

The chart on the following page shows the speeds recorded relative to the median and 85th percentile speeds.



As shown on the chart above, the majority of speeds recorded are below the median speed and most are below the 85th percentile speed. A review of the detailed data shows only two vehicles were observed travelling above 25 mph at a speed of approximately 30 mph.

Conclusion: Based on the speed data collected, the speed limit along 74th Street Court E is not set appropriately. The data shows there is no speeding issues along 147th Avenue E and 75th Street Court E and the speed limit is set appropriately.

Modifying Speed Limits

As described previously, 74th Street Court E has a speed limit of 15 mph within the Valley Meadow neighborhood between 147th and 148th Avenue E; however, the cross-section meets the city standards for 25 mph. The analysis presented previously indicates the speed limit of 15 mph is not appropriate for 74th Street Court E. A speed limit of 20 or 25 mph is appropriate and consistent with State Law.

The City of Sumner has adopted regulations when modifying or setting speed limits. The City regulations follow Washington State law (308-330 WAC and RCW 46.61.415), which requires an engineering and traffic investigation to determine if a speed limit modification is warranted and also does not allow speed limits less than 20 mph.

City of Sumner Regulations

Sumner Municipal Code (SMC) 10.20.040 authorizes the director of public works or his/her designee to designate maximum speed limits for all streets and roads within the City except where a lower or greater maximum speed limit is specifically established by City ordinance or State law. SMC says speed limits should be determined by traffic levels of service and safety considering relevant circumstances and applicable factors. The speed limit of 15 mph along 74th Street Court E is designed by SMC; therefore, changes to this speed would require a new ordinance.

Washington State Law

State law (RCW 46.61.400) sets Washington's basic speed law and the maximum speed limits for state highways, county roads, and city streets. The law allows local agencies, such as City of Sumner, to raise or lower maximum speed limits, but requires an "engineering and traffic investigation" to support the modification of speed limits to determine a "reasonable and safe maximum limit" for a specific roadway segment. Agencies may develop additional guidelines or policies that build from the basic requirements of the law to provide more consistency on how speed limits are set within their jurisdiction.

State law RCW 46.61.415 describes that local agencies may establish or alter maximum speed limits within their jurisdiction. As noted above, changes in speed limits must be based on engineering and traffic investigation. The Washington State RCW 46.61.415 says "Whenever local authorities in their respective jurisdictions determine on a basis of an engineering and traffic investigation that the maximum speed permitted under RCW 46.61.400 or 46.61.440 is greater or less than is reasonable and safe under the conditions found to exist upon a highway or part of a highway, the local authority may determine and declare a reasonable and safety maximum limit thereon which. . . (c) Decreases the limit but **not to less than twenty [20] miles per hour.**" The RCW 46.61.415 provides parameters for maximum and minimum speed limits allowed and as noted above says the speed limit **may not be less than 20 mph**. Therefore, a 15-mph speed limit such as that provided along 74th Street Court E is not allowed by State law.

State law also requires agencies to adopt uniform standards for traffic control devices (RCW 47.36). The State formally adopted the Manual on Uniform Traffic Control Devices (MUTCD); therefore, the MUTCD is, by reference, state law. When the MUTCD was adopted, the State modified Section 2B.13 of the MUTCD by removing the statement indicating the posted speed limit "should be within 5 mph of the 85th-percentile speed of free-flowing traffic." While this section is a

guidance statement, and therefore not required, modifying it allows jurisdictions to identify the most appropriate speed limit based on their own criteria.

Best Practices

Research was also conducted to identify best practices agencies employ when setting or modifying posted speed limits. National and local publications from federal, state, and local agencies, professional organizations, universities, and industry groups were reviewed. Key publication that provide very good guidance on this subject are Institute of Transportation Engineers Setting Speed Limits (<https://www.ite.org/technical-resources/topics/speed-management-for-safety/setting-speed-limits/>), Washington State Injury Minimization and Speed Management Policy Elements and Recommendations October 2020, National Association of City Transportation Officials (NACTO) City Limits 2020, and Draft National Cooperative Highway Research Program (NCHRP) Project 17-76: Guidance for the Setting of Speed Limits (Anticipated Winter 2021). In general, the publications that were reviewed all confirmed that agencies set speed limits based on engineering studies and consideration of the context along the road (i.e., land use density and pedestrian/bike activity).

Our research showed that the following measures or criteria could be considered with modifying posted speed limits:

- Speed limits should be based on the 85th percentile of prevailing speeds.
- Modifications should only occur in 5 mph increments.
- The speed or pace that a majority of vehicles are travelling.
- The number or density of driveways and intersections.
- The roadway characteristics such as lane width, shoulder type and width, existing non-motorized facilities, alignment, topography, and on-street parking.
- Safety considerations such as collision rates, sight distance, and pedestrian and bicycle activity levels and frequency of conflicts.
- Roadway functional classification.
- Land uses or development patterns.

Setting Speed Limits

Agencies typically set speed limits based on the prevailing speed. Figure 3 provides an illustration on the relationship between posted speed limits and prevailing speeds.

In general, the figure represents a simplistic way in determining how prevailing speeds can be used to set specific speed limits. The illustration and overall methodology of basing speed limits on prevailing speeds will likely work in most situations, but there will always be situations where additional considerations will apply. These considerations should include measures such as roadway alignment, collision history, land use patterns, pedestrian/bicycle activity and functional classification, to name a few.

Changing Speed Limits

Also clearly highlighted in the research was the fact that setting the speed limit to achieve a desired speed does not produce favorable results. Research by other entities throughout the country has consistently shown that changing speed limits alone does not significantly alter travel speeds. Such a concept may seem counterintuitive to the general public, but studies indicate most drivers will operate at speeds that are safe and reasonable. In other words, the prevailing speed of traffic is a consistent way of determining the speed limit because reasonable drivers will consider roadway and roadside conditions when selecting travel speeds. The prevailing speed is generally referred to as the speed at which a majority of the vehicles are travelling.

The speed study conducted for 74th Street Court E is a clear example that setting speed limits to achieve a desired speed does not result in the traveling public following the speed limit. The 74th Street Court E is designed for 25 mph between 147th and 148th Avenues E, which is consistent with the driving behavior of the traveling public.

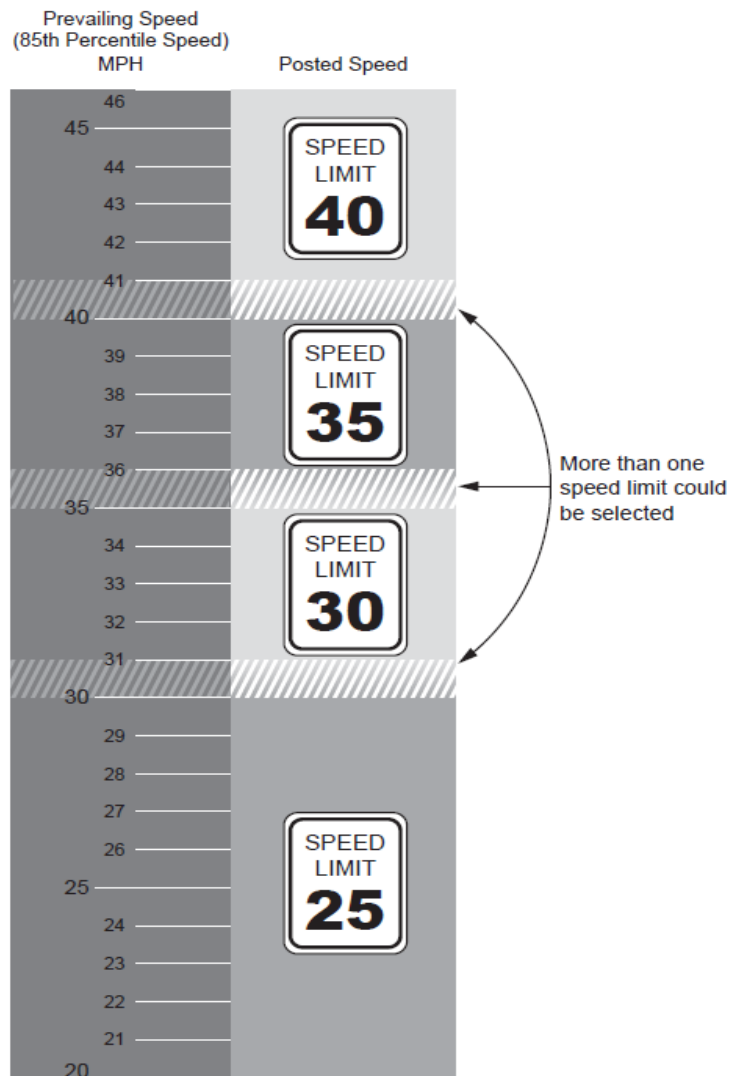


Figure 3. Relationship of Prevailing Speeds to Posted Speeds

Evaluation of the Speed Limit

An evaluation of the speed limits along 74th Street Court E was completed using the recommended guidelines found in the best practice research. Table 3 summarizes the posted speed limit based on the identified criteria.

Table 3. Evaluation of Posted Speed Limits on 74th St Ct E (147th to 148th Avenues E)

Criteria	Field Condition	Speed Limits Supported		
		15 mph	20 mph	25 mph
85th Percentile Speed ¹	23 mph		✓	✓
Modify Speed Limit in 5 mph increments ¹	20 mph	✓	✓	✓
Pace of Vehicles ¹	15 – 24 mph		✓	✓
Collisions Rate ^{2,3}	0.48	✓	✓	✓
State Law	No less than 20 mph		✓	✓
Roadway Characteristics				
Density of Driveways & Intersections	52/mile (26/half mile)			
Pedestrian and Bicycle Activity	Moderate		✓	✓
Functional Classification	Local Street			
Land Uses	Residential			

1. Based on 2020 speed study. Speed limit should be at the upper limit of the pace.

2. Collision rate per million vehicle miles travelled from 2018 to 2020 data represents 74th St Ct E at 147th Ave NE intersection.

3. Statewide average rate for all roads is 1.96 collisions per million vehicle miles travelled (2015 Washington State Annual Collision Summary)

The research sets forth several approaches to identifying the appropriate speed limit. One approach evaluates operating speeds and other site characteristics, including density of driveways and intersections. ITE recommends the following for road segments in developed areas:

- If at least one of the following is true, the speed limit is the 5-mph multiple closest to the 50th percentile speed:
 - a. Signals per mile >4
 - b. Pedestrian/bike activity is high (examples of areas with “high” activity include downtown areas or the presence of paved sidewalks, marked crosswalks and pedestrian signals)
 - c. Parking activity is high (parking on both sides of the road with parking limits that do not exceed 60 minutes, with at least 30 percent of parking spaces occupied during weekdays)
 - d. Driveways per mile >60
- If driveways per mile > 40 and < 60 and signals per mile >3, and Area Type is commercial then the speed limit is the 5mph multiple obtained by rounding down the 85th percentile speed.
- For all other conditions, the speed limit is the 5-mph multiple closest to the 85th percentile speed. For 74th Street Court E this would be 20 or 25 mph.

Conclusion: Based on best practices for modifying speed limits, the findings of the speed study and State law, the 74th Street Court E 15 mph speed limit is not appropriate and should be set at 20 or 25 mph.

Key Findings and Recommendations

The key findings of this study are:

- Speed limits less than 20 mph are not permitted by State law (RCW 46.61.415).
- The data indicates there is no significant speeding issue along the study corridors.
- The 15-mph speed limit along 74th Street Court E is not compliant with State law.
- Traffic levels along the Valley Meadow neighborhood streets are within the range of volumes that local streets are designed to safely accommodate, therefore there is no significant cut-through issue.

Recommendation: The City should modify the speed limit on 74th Street Court E to 25-mph to comply with State law and be consistent with the speed limit of other local streets. The Sumner Municipal Code will need to be updated by adopting a new ordinance for the speed limit along 74th Street Court E.

Additional Considerations

There are other factors that the city may consider in the treatment of the streets within the study area. These could include:

- **20-mph Speed Limit.** If the City desires to have slower speeds within these corridors, the speed limit could be changed to 20-mph and would continue to be supported by the speed study and State law. A change to a 20-mph speed limit should include one of the following:
 - **Local Street Standard Change.** Modify the City's local street speed limit standard to 20-mph. Such a change is similar to what communities like Seattle have recently implemented. A change to the city speed limit standard ensures consistency in expected vehicle speeds across all local streets.
 - **Criteria for Implementing 20-mph Speed Limits.** Develop criteria for selecting specific local street corridors that should have a 20-mph speed limit and identify design features that should be included to distinguish the corridors from other typical local streets. Criteria could include locations with higher pedestrian or bicycle activity, areas that prioritize active transportation activity such that slower speeds are desired, streets serving schools or parks, designated bicycle routes, or areas where the city wants to minimize cut-through traffic. With development and confirmation of the criteria, the city should review the transportation system, identify where 20-mph speed limits should be considered, and then confirm design features that could be implemented along the corridors to change the look and feel to distinguish the 20-mph corridors from the 25-mph local streets.
- **Neighborhood Traffic Calming/Deter Cut-Through Traffic.** Although traffic is using the study corridors to avoid SR 162, the level of traffic is within the volume threshold for which the streets were designed to accommodate. Traffic calming measures could be implemented if the city desired to minimize cut-through traffic during the weekday evening peak commute period. A review of travel times based on Google Maps estimates a 2- to 3-minute travel time savings using 74th Street Court E when there is southbound congestion along SR 162. Given the congestion along SR 162 and the travel time savings during the weekday evening commute, the most effective measures for reducing traffic through the neighborhood would be turn restrictions or partial closures from SR 162 onto 74th Street Court E.

Table 4 provides a summary of potential design measures that could be implemented along the corridors if the city desires a 20-mph speed limit and/or to reduce cut-through traffic.

Table 4. Summary of Potential Traffic Calming Design Measures

Measure	Purpose	Description / Implementation	Other Considerations	Example	Estimated Costs ¹
Traffic Circle	Reduce Speeds	Traffic circles require drivers to reduce speed to negotiate. Vehicles are required to travel in a counter-clockwise direction around the island. Traffic circles can be painted or permanent with landscaping. Implementation in Study Area: Place a traffic circle at the 74th St Ct E/ 148th Ave E as a potential feature for a 20-mph street.	- Traffic circle could be used as a feature for 20-mph City streets and would need to be placed at key locations for all streets designated 20-mph. - Painted or permanent traffic circles could be used. - Does not fully reduce traffic levels but may deter some drivers	Painted traffic circle 	\$5,000 (painted) to \$15,000 (permanent) per location
Chicane or Curb Extension	Reduce Speeds and/or Minimize Cut-Through	Used to narrow road at mid-block or intersection. Chicanes can also be used to curve the road so vehicles do not have a straight path or narrow the road for one-way traffic flows. Vehicle speeds are reduced due to narrowing of the roadway. Implementation in Study Area: Place a chicane on 74th St Ct E between 147th and 148th Ave NE narrowing to one-lane. Provide stops signs on either side of the chicane to allow for two-way flow. Two-way flow will address the safety concern with residents east of the closure having to make left-turns onto SR 162 at all times.	- Rivergrove Dr traffic could increase including southbound right-turns at SR 162. Rivergrove Dr is a collector designed to carry 1,000 to 5,000 vpd. Rivergrove Dr has 1,500 vpd². Shifts in traffic with the chicane would not increase Rivergrove Dr traffic beyond carry capacity. - Chicanes or curb extensions could be used as a feature for 20-mph City streets and would need to be placed at key locations for all streets designated 20-mph	Stop controlled chicane in Bellevue 	\$5,000 (painted) to \$20,000 (permanent) per location
Turn Restriction (with Curb Extension)	Minimizes Cut-Through	Restricts turns at entrance intersection into the neighborhood for designated times. Implementation in Study Area: Provide a sign on SR 162 to restrict southbound right-turns onto 74th St Ct E from 3 to 6 p.m. Add permanent curb extensions on 74th St Ct E at SR 162 to narrow the width of the entrance.	- Requires WSDOT coordination and approval to implement - Increases PM peak hour traffic on Rivergrove Drive (see discussion above on impacts) - Initial police enforcement will be required	Peak hour right-turn restriction in Lakewood 	\$20,000 (curb extensions at intersection)

Notes: vpd = vehicles per day

1. Based on April 2021 traffic count.

2. Estimated cost range for construction. Cost varies depending on if the measure is implemented using paint or a more permanent design.



Summary of Speed Data - 74th Ct St E

	2/25/2020 Tues.		2/26/2020 Wed.		2/27/2020 Thurs.		2/28/2020 Fri.		2/29/2020 Sat.	
	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB
Posted Speed	15	15	15	15	15	15	15	15	15	15
Average Speed	17.5	20.2	17.9	19.2	17.8	20.1	18.2	20	17.6	19.8
Median Speed	17.8	20.6	18.1	19.4	18	20.4	18.2	20.3	17.8	20
Peak Speed (Use 95th Percentile)	24.5	26.5	24.7	24.5	24.7	26.5	24.7	26.9	24.4	26.7
85th Percentile	22.3	24.2	22.9	23.3	22.6	24.2	22.8	24.2	22.1	24.1

	3/1/2020 Sun.		3/2/2020 Mon.		3/3/2020 Tues.		3/4/2020 Wed.	
	WB	EB	WB	EB	WB	EB	WB	EB
Posted Speed	15	15	15	15	15	15	15	15
Average Speed	17.9	19.7	17.1	18.5	17.4	19	18.2	20.3
Median Speed	18.1	20.1	17.6	19	17.7	19.3	18.3	20.5
Peak Speed (Use 95th Percentile)	24.2	25.1	24.1	24.7	24	24.7	24.5	27.7
85th Percentile	22.5	23.9	21.6	23.6	21.8	23.5	22.7	24.3

	Daily Average		Weekday Average		Mid-week Average	
	WB	EB	WB	EB	WB	EB
Posted Speed	15	15	15	15	15	15
Average Speed	18	20	18	20	18	20
Median Speed	18	20	18	20	18	20
Peak Speed (Use 95th Percentile)	24	26	24	26	24	26
85th Percentile	22	24	22	24	22	24

Attachment 1 Speed Data

Summary of Speed Data - 75th Ct St E

	2/25/2020 Tues.		2/26/2020 Wed.		2/27/2020 Thurs.		2/28/2020 Fri.	
	EB	WB	EB	WB	EB	WB	EB	WB
Posted Speed	15	15	15	15	15	15	15	15
Average Speed	15.9	18.5	16.3	18.9	16.3	19.1	16.1	18.8
Median Speed	16.8	18.4	16.9	18.8	17	18.8	16.9	18.7
Peak Speed (Use 95th Percentile)	22.3	24.8	22.6	25	22.6	25	22.7	24.8
85th Percentile	19.6	23	19.6	23.4	19.7	23.4	19.6	23.2

	2/29/2020 Sat		3/1/2020 Sun.		3/2/2020 Mon.		3/3/2020 Tues.		3/4/2020 Wed.	
	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB
Posted Speed	15	15	15	15	15	15	15	15	15	15
Average Speed	15.6	18.8	15.6	18.5	16	18.6	16.1	18.5	16.2	18.8
Median Speed	16.5	18.7	16.6	18.4	16.8	18.6	16.9	18.5	16.9	18.8
Peak Speed (Use 95th Percentile)	21.7	24.6	21.8	24.6	22.1	24.8	22.7	24.6	23.1	24.8
85th Percentile	19.4	23.1	19.4	22.9	19.5	23.1	19.6	22.9	19.9	23.3

	Daily Average		Weekday Average		Mid-week Average	
	EB	WB	EB	WB	WB	EB
Posted Speed	15	15	15	15	15	15
Average Speed	16	19	16	19	16	19
Median Speed	17	19	17	19	17	19
Peak Speed (Use 95th Percentile)	22	25	23	25	23	25
85th Percentile	20	23	20	23	20	23

Attachment 1 Speed Data

Summary of Speed Data - 147th Ave

	2/25/2020 Tues.		2/26/2020 Wed.		2/27/2020 Thurs.		2/28/2020 Fri.	
	SB	NB	SB	NB	SB	NB	SB	NB
Posted Speed	15	15	15	15	15	15	15	15
Average Speed	15.4	13.9	13.6	13.7	15.6	13.7	17.1	17.2
Median Speed	15.6	14.3	13.2	14.1	16.2	13.5	17.4	17.6
Peak Speed (Use 95th Percentile)	24.3	20.2	24.1	20.1	23.6	22.7	24.5	25.6
85th Percentile	21.1	18.8	18.4	18.8	19.6	19.1	21.9	23.2

	2/29/2020 Sat		3/1/2020 Sun.		3/2/2020 Mon.		3/3/2020 Tues.		3/4/2020 Wed.	
	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB
Posted Speed	15	15	15	15	15	15	15	15	15	15
Average Speed	19	17.2	21.3	17.8	23.8	18.3	23.7	20.3	23.3	20.6
Median Speed	19.2	17.4	21.2	17.7	23.4	18.2	24	19	23	19.7
Peak Speed (Use 95th Percentile)	26	26.4	28.3	28.3	35.5	27.9	33.3	31.1	35.6	31.3
85th Percentile	23.8	23	25.5	23.3	29.5	23.9	29.4	26.1	28.9	26.7

	Daily Average		Weekday Average		Mid-week Average	
	SB	NB	SB	NB	WB	EB
Posted Speed	15	15	15	15	15	15
Average Speed	19	17	19	17	18	16
Median Speed	19	17	19	17	18	16
Peak Speed (Use 95th Percentile)	28	26	29	26	28	25
85th Percentile	24	23	24	22	23	22

CITY COUNCIL AGENDA CALENDAR**Updated August 4, 2021**

CA – CONSENT AGENDA	ES – EXECUTIVE SESSION	NB – NEW BUSINESS
UB – UNFINISHED BUSINESS	P – PRESENTATION	PH – PUBLIC HEARING PR - PROCLAMATION

AUGUST 16 (RCM)

PH Main Street East Property Surplus
 CA Quit Claim Deed to SBLSD of unperfected Mason St. ROW
 CA Flood Plains by Design Grant Agreement Amendment
 CA Alder Kincaid Consultant Agreement Supplement – Main Street Visioning Design
 CA PSE Energy Conservation Grant Agreement
 CA Pollution Prevention Assistant (PPA) Partnership - Interagency Agreement Authorization
 CA Sumner Tapps Highway Resurfacing- Consultant Supplement
 CA Resolution No. XXXX – Interlocal with EPFR for Fire Inspection Services
 CA Resolution No. XXXX - Body Worn Camera Purchase Agreement
 NB Resolution No. XXXX – Housing Action Plan Prioritization
 NB Ordinance No. XXXX - Director Authority Clean-Up
 NB Resolution No. XXXX - Adoption of Main Street Visioning Plan
 NB Ordinance No. XXXX – ARPA Fund Allocation

AUGUST 23 (SS)

- Ordinance No. XXXX – Mandatory Emergency and Transitional Housing Zoning Code Updates (ESSHB 1220)
- Houston Road Annexation Petition Discussion

SEPTEMBER 7 (RCM) (Tuesday)

UB Resolution No. XXXX - Main Street East Property Surplus Intergovernmental Transfer
 NB PSA Approval Between the City and the Pierce County Library District for Main Street East Property
 NB PSA Approval between the City and the Pierce County Library District for Fryar Avenue Library Building
 NB Lease Amendment between City and Pierce County Library District for Fryar Avenue Library Building

SEPTEMBER 13 (SS)

Ordinance No. XXXX – Mandatory Emergency and Transitional Housing Zoning Code Updates (ESSHB 1220)

SEPTEMBER 20 (RCM)

CA Rivergrove Pedestrian Bridge Consultant Supplement – Final Design
 CA 166th Widening Consultant Agreement
 NB Ordinance No. XXXX – Mandatory Emergency and Transitional Housing Zoning Code Updates (ESSHB 1220)
 NB Ordinance No. XXXX – SMC Chapter 10.20 – Speed Limit Code Revisions
 NB Resolution XXXX Authorizing Houston Road Annexation Petition to Proceed

SEPTEMBER 27 (SS)*Pending*

MISC.	MISC.	WHITE RIVER RESTORATION PROJECT
ROW Vacation Code Amendment	Amending Park Rules-Prohibiting	PH - Surplus Utility Property South of 24 th Street East

	Smoking	
LEOFF 1 Policies	Contract Approval Code Amendment	UB - Resolution No. XXXX - Surplus Utility Property South of 24 th St E
PH / Ordinance ROW Vacations SBLSD (6)	Temporary Use Permit – Food Trucks	PSA Golf Course Extension
Sign Code Update	Juneteenth Holiday Code Amendment	BNSF Agreement
Raffle Repeal SMC 904	Update electronic signatures code	CWA Agreement
CTR Ordinance Update	Zoning Code Text Amendment IC	CA - Water Rights Cost Reimbursement Agreement
Development Agreement Code updates		Police Guild CBA
Salary Study		

AUGUST 2021

Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
2	3	4	5	6	7
6:00PM Regular Council Meeting (Virtual)	4:00PM Public Works Committee (Virtual) 6:00PM American Rescue Plan Act Committee (Virtual)	5:30PM Finance Committee (Virtual)	6:00PM Planning Commission (Virtual)		
9	10	11	12	13	14
6:00PM Study Session (Virtual)		CANCELLED 6:30PM Design Commission (Virtual)	4:30PM Forestry/Parks Commission (Virtual)		
16	17	18	19	20	21
6:00PM Regular Council Meeting (Virtual)		5:00PM Public Safety (Virtual)	6:00PM Study Session Planning Commission (Virtual)		
23	24	25	26	27	28
6:00PM Study Session (Virtual)		5:00PM CD Committee (Virtual)	5:30PM Cultural Arts Commission (Virtual)		
30	31				

*Meeting dates and times may change. Please contact City Hall to confirm this information prior to any meeting you plan to attend. **These meetings are accessible to persons with disabilities.** For individuals who require special accommodations, please contact City Hall at (253) 299-5500, 24 hours in advance.*

Name: Michelle Converse, CMC

Title: City Clerk

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