

From: [Debbie Tarry](#)
To: [Heidi Costello](#); [Carolyn Wurdeman](#)
Subject: FW: Street reg options
Date: Friday, January 09, 2015 1:06:06 PM

For Monday's green folder

Debbie Tarry
City Manager
City of Shoreline
17500 Midvale Ave N.
Shoreline, WA 98133

From: Debbie Tarry
Sent: Friday, January 09, 2015 1:06 PM
To: Will Hall; John Norris
Cc: Carolyn Wurdeman; Alex Herzog
Subject: RE: Street reg options

Will –

Here is a response from Public Work's staff:

The City has adopted by code the Manual of Uniform Traffic Control Devices (MUTCD), which provides the engineering criteria that establish when a traffic signal is warranted. Traffic signal warrants are based on vehicular volume (both the major and minor cross street are considered), collision history, pedestrian volumes, if the location is a school crossing, or if the location is a railroad crossing.

In the example of Richmond Beach Drive, vehicular volume warrants would not be met since intersecting traffic would be minimal or not present depending on the location of the proposed signal. Current collision history is also insufficient to warrant signalization and the warrant does not account for potential future collisions based on increased volumes. Pedestrian warrants would require a minimum of 107 people per hour trying to cross the street. A study could be conducted to determine the anticipated number of pedestrian crossings at a specific location however without a more significant generator, it is unlikely that 107 crossings per hour would be realized.

Another type of signal specific to pedestrians is called a pedestrian hybrid beacon (often referred to as a High Intensity Activated Crosswalk (HAWK) signal). This type of signal only stops traffic when activated by a pedestrian. The combined northbound and southbound trips on Richmond Beach Drive during the PM peak are anticipated to be under 1000 vehicles/hour. For this vehicular volume, the MUTCD recommends approximately 50 pedestrian crossings per hour before considering installation of a HAWK signal however, installation of a HAWK signal can also be based on an engineering study which documents the need.

Debbie Tarry

City Manager
City of Shoreline
17500 Midvale Ave N.
Shoreline, WA 98133

From: Will Hall
Sent: Tuesday, January 06, 2015 7:40 AM
To: Debbie Tarry; John Norris
Cc: Carolyn Wurdeman
Subject: Street reg options

Is safe pedestrian access to cross a street to reach a park a sufficient justification for a pedestrian signal? That may be worth addressing in the signalized flow section.

Will Hall, Shoreline City Council
206-373-1630

All email to and from this address is subject to public disclosure.