



Don Anderson
Mayor

October 30, 2014

Jason Whalen
Deputy Mayor

David Anderson
TWNA Board President
14506 Portland Ave, SW
Lakewood, WA 98498

Mary Moss
Councilmember

Dear Mr. Anderson,

Michael D. Brandstetter
Councilmember

The City of Lakewood will be using \$100,000 provided by Camp Murray as required by the Right of Way Permit. As required, the funds shall be used for “design and installation of traffic calming measures in the Tillicum Community.”

John Simpson
Councilmember

The “Camp Murray Gate Relocation Follow-Up Traffic Analysis” (Transpo, March 18, 2014), shows that speed and volumes along Portland Avenue do not warrant additional traffic calming measures per the City of Lakewood’s “Neighborhood Traffic Control Program (NTCP).” The NTCP does not consider “physical” traffic calming measures (such as radar signs and speed humps) until the 85% speed is over 8 MPH over the posted speed limit. The 85% speed stated in the study is 31 MPH, which is below the 85%.

Marie Barth
Councilmember

Paul Bocchi
Councilmember

Additional factors may be considered when reviewing traffic calming measures at specific locations including: accident history, roadway geometry, and roadway amenities. Portland Avenue is one of the few minor arterials in the City of Lakewood to include most all of the amenities of a “complete street”: standard width travel lanes; 5-foot dedicated bicycle lanes; buffer between travel lanes and sidewalks; sidewalks; and street lighting. There is no horizontal curvature on Portland Avenue except where it transitions to North Thorne Lane. There is a minor vertical curve at Maple Avenue. The sight distance along the corridor is greater than minimum required. With these amenities and features, vehicles regularly traveling the corridor will naturally travel at a comfortable speed.

John J. Caulfield
City Manager

Studies prior to the gate relocation, indicated that vehicles were “speeding.” Summary of studies before and after the gate relocation are as follows:

	85 th Percentile Speed						
	April /June 2008	Jan 2013	April 2013	June 2013	Oct 2013	Jan 2014	June 2014
Portland Ave – SW of Maple		34.4 mph	29.8 mph			29 mph	
Portland Ave – NE of Maple					33.1 mph	31 mph	
Portland Ave – SW of Lake St.	31.6 mph						33.7 mph
Portland Ave – SW of Berkeley		24.7 mph	24.4 mph			26.5 mph	
Portland Ave – NE of Berkeley	24.2 mph				28.6 mph		
Portland Ave – btwn Commercial & W. Thorne	30.7 mph			32.1 mph			

*new gate became operational March 2013

**Table 2: Accident History¹
Portland Avenue – Boundary to North Thorne Lane**

	Number of Accidents	
	Injury / Evident Injury	Property Damage Only
2008	0	4
2009	1	0
2010	1	1
2011	1	1
2012	0	1
2013	0	1
TOTALS	3	8

¹ WSDOT Accident Data

**Table 3: Accident History¹
Union Avenue – Berkeley to North Thorne Lane**

	Number of Accidents	
	Injury / Evident Injury	Property Damage Only
2008	2	9
2009	3	7
2010	1	7
2011	0	3
2012	2	10
2013	1	7
TOTALS	9	43

¹ WSDOT Accident Data

The proposal to use some of the traffic calming funds for sidewalks on Union Avenue emphasizes use of the funds in a manner that provides the most benefit to the Tillicum community. The city is already working to complete a larger project on Union Avenue and the additional funds will be able to extend sidewalk improvements. If unable to find a project or projects consistent with current city policies, the funding will need to be returned to Camp Murray.

Union Avenue has the highest traffic volumes, pedestrian use, and number of accidents in Tillicum, yet it is the only street without curb, gutter, and sidewalks. Union Avenue was impacted by the gate relocation, requiring that all Camp Murray large commercial vehicles access Tillicum via the North Thorne Lane exit and travel the length of Union Avenue. Vertical curb and gutter placed adjacent to travel lanes is considered a traffic calming measure, with the added benefit of a dedicated sidewalk for pedestrians.

After discussion of the proposal with TWNA in May 2014, the city committed to conduct additional enforcement and speed studies on Portland Avenue. Some targeted enforcement was completed in July. The last speed studies on Portland Avenue show that there is a slight increase in 85th percentile speeds in the vicinity between Maple Street and Lake Street. Under current city policies, this does trigger the Neighborhood Traffic Control Program.

There are two phases of the NTCP, with the first phase emphasizing driver awareness and behavior to include primarily education, enforcement, and minor capital improvements such as signage.

If the first phase proves unsuccessful in reducing speeds then Phase 2 can be implemented, which includes physical traffic calming measures:

Phase 1 NTCP

- 1) Use traffic calming funds for Police overtime to complete heavy targeted enforcement. This can be effective as most drivers have a reason to be on Portland Avenue – either to go to and from their homes or to and from work.
- 2) Speed radar feedback signs – these have been very effective as the reminder to the regular travelers on how fast they are really going.
- 3) Follow up speed studies to determine compliance with City policy.

Phase 2 NTCP

- 4) Additional speed humps / raised crosswalks if the speed thresholds are exceeded.
- 5) Raise the speed to 30 MPH and install yellow flashing school zone lights.

We appreciate your understanding that this funding is available for traffic calming measures in the Tillicum community.

Sincerely,



Heidi Ann Wachter
City Attorney