

How the Program Works

Getting Started

Please take time to read through this brochure and share it with your neighbors. It explains the types of tools available for addressing traffic concerns on residential streets.

During the first phase of the Neighborhood Traffic Safety Program, we work together to measure the extent of the problem and implement Phase 1 tools, which focus on EDUCATION and ENFORCEMENT, to address the problem. During the first phase, the goal is to educate drivers of safety issues by using traffic enforcement techniques, thereby changing driver behavior without imposing restrictive and expensive measures such as traffic circles and speed humps.

The second phase of the Neighborhood Traffic Safety Program focuses on ENGINEERING, the installation of physical devices (such as traffic circles and speed humps), for traffic calming by changing driver behavior. This phase is only necessary or desirable if the Phase 1 tools are ineffective.

In order to qualify for Phase 2, a residential area must meet minimum criteria regarding traffic and safety concerns.



NEIGHBORHOOD TRAFFIC SAFETY PROGRAM

PHASE 1



Helping to make neighborhood streets safer



What is the Neighborhood Traffic Safety Program?

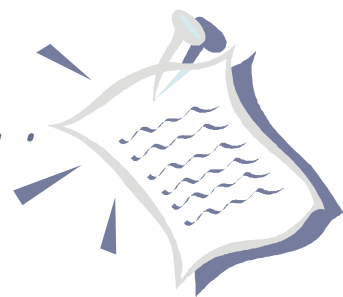
Traffic conditions on residential streets can greatly affect neighborhood livability. When traffic problems become a daily occurrence, it can threaten our sense of community and personal well being. When our streets are safe and pleasant, the quality of our life is enhanced.

The City of Shoreline Neighborhood Traffic Safety Program was created to promote safety and enhance the livability of Shoreline's residential neighborhoods. The Neighborhood Traffic Safety Program can help if your neighborhood is experiencing problems such as:

- Vehicles traveling faster than the posted speed limit
- Motorists using the neighborhood streets as short cuts
- High number of traffic accidents
- Pedestrians and bicyclists feel unsafe

Through a two-phase approach, the Customer Response Team, Public Works Department, City of Shoreline Police Department and the neighborhood community work together to create a pleasant and safe environment in which to live.

The Process . . .



How Does Our Neighborhood Begin the Phase 1 Process?

PHASE 1 PROCESS

- Step 1 Submit a Citizen Action Request Form
- Step 2 Customer Response Team logs complaint and performs field review (1 month)
- Step 3 Petition for seven (7) neighbor signatures and submit to City.
- Step 4 Organize neighborhood volunteers and attend training class.
- Step 5 Measure baseline data (speeds, volumes, etc)
- Step 6 Develop a Traffic Management plan (1-2 months)
- Step 7 Implement Traffic Management Plan (6 months - 1 year)
- Step 8 Re-measure baseline data and review implementation plan results (1 month)
- Step 9 Determine Selection and prioritization criteria number (if Phase 1 is not effective)
- Step 10 Hold community meeting to discuss results

PHASE 2 PROCESS

If the first phase tools are not effective, we proceed to Phase 2, where permanent, physical treatments such as speed humps and traffic circles are considered.



1. Identify the problems in your neighborhood.
For example:
 - Limited visibility or sight distance
 - Unusually high traffic volumes
 - Speeding vehicles
 - Pedestrian safety issues
2. Fill out the Citizen Action Request Form enclosed (if not already completed)
The program can be the most effective when the residential area establishes traffic safety as a community priority and becomes actively involved. By working as a community, you have taken the first step toward a more pleasant and safer neighborhood in which to live.
3. Obtain seven (7) signatures from your neighbors.
Flyers will be provided to you by the Customer Response Team.
4. Attend the Neighborhood Traffic Safety Program class (two volunteers minimum required) offered the first of every month. In this class, you will learn about the NTSP, how you can make it the most effective, how to use the radar equipment and safety tips. Call the Customer Response Team at (206) 546-1700 to register.

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Possible Solutions

Educational Flyers/Meetings

Studies have shown that people speeding in neighborhoods tend to be local residents. Residential area volunteers prepare and distribute educational flyers with personalized information about the traffic safety concerns in their residential area and advertise and set-up meetings and workshops. Neighbors can sign pacts promising to drive the speed limit.

Signing

Posting of appropriate traffic control signs may include adding speed limit, parking, dead-end, school signs, etc. Stop signs will be installed only if warranted. This may also include the removal of unwarranted stop signs.



A common perception is that posting a speed limit will influence drivers to drive at that speed. The facts indicate otherwise. National research has shown that drivers are influenced more by the appearance of the roadway itself and the prevailing traffic conditions than the posted speed limit.



Pavement Markings
The City uses pavement markings noting "25 MPH" at locations where drivers may need a

heightened awareness of the posted speed limit. These pavement markings are eight feet long and are either painted onto the pavement or applied with tape. Typically, locations are selected based on field review and speed study results. The City uses pavement markings noting "25 MPH" at locations where drivers may need a heightened awareness of the posted speed limit. These pavement markings are eight feet long and are either painted onto the pavement or applied with tape. Typically, locations are selected based on field review and speed study results. If the majority of motorists are traveling in excess of the posted speed limit by 5-10 mph, the use of pavement markings may be appropriate. Other pavement markings include school crossings, striping for parking or bicycle lanes to give the impression of a reduced roadway width, centerline reflectors or foglines.

Brush Trimming or Removal
Trimming and/or removal of brush by homeowners or City maintenance crews allows better sight distance.



Police Enforcement

Enforcement encourages motorists to change their driving behavior through the issuance of citations. The Public Works Department works cooperatively with the Shoreline Police Department to provide enforcement to address residential area traffic concerns, such as speeding and failure to observe stop signs.



Radar Reader Board and Portable Radar Trailer

Both of these devices are equipped with a radar unit, which detects the speed of passing vehicles and displays the speed on a reader board. The portable radar trailer is a mobile display that can remain at each location 24-48 hours and can be easily moved between residential areas. Excessive speed is a common cause of serious traffic accidents, injuries and deaths. Our goal is to heighten drivers' awareness of the speed they are traveling and the posted speed limit and adjust their speeds accordingly. The Police and Public Works Department join forces to conduct this program.

Speed Watch Program

Speed Watch gives concerned citizens partnership in solving speeding problems in their neighborhoods. Local residents monitor the speed of vehicles traveling through their residential area with radar equipment on loan from the Police Department. Residents trained to use the radar unit are given instructions for collecting data. Participants identify motorists who drive at excessive speeds - vehicle type, color, license plate, time of day, etc. This information is forwarded to the Shoreline Police Department for follow-up, which may include enforcement at the specified times, or a letter to the residence of the owner of the identified vehicle.



Rumble Strips

This tool involves the installation of 4" raised buttons, placed in design sequence across the roadway, causing the vehicle to vibrate, alerting the motorist to an upcoming situation. These rumble strips may be used in conjunction with curves, crosswalks, pavement legends and speed limit signs. Rumble strips are most effective when used to alert motorists to unusual conditions ahead. They are most commonly used on approaches to stop signs where visibility is limited. They should not be used as a speed control device.