

## *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 streets are safe and pleasant, the quality of our life is enhanced.

The City of Shoreline Neighborhood Traffic Safety Program was created in 2000 to promote safety and enhance the livability of Shoreline's residential neighborhoods. The program addresses neighborhood traffic safety concerns, such as excessive vehicle speeds, non-local traffic, accidents and pedestrian safety, by enabling Citizens and/or community groups to become involved with the improvement process.

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.



# NEIGHBORHOOD TRAFFIC SAFETY PROGRAM

## PHASE 2



Helping to make neighborhood streets safer . . . .

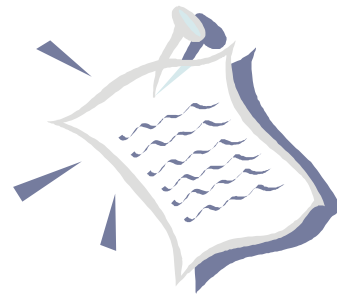
## *How Phase 2 Works . . . .*

You and your neighbors are already familiar with the first phase of the Neighborhood Traffic Safety Program where efforts focused on EDUCATION and ENFORCEMENT to change driver behavior.

Only those safety problems meeting minimum safety criteria measured after Phase 1 tools have been implemented may continue into Phase 2. The residential area's safety issue shall be prioritized with the safety issues of other residential areas utilizing a set list of criteria to address the most serious safety concerns first.

Phase 2 focuses on ENGINEERING: implementing physical devices to change the roadway environment. Phase 2 includes an engineering review and analysis of all data, looks for community consensus, and installs the necessary physical devices (such as speed humps and traffic circles).

# The Phase 2 Process . . .



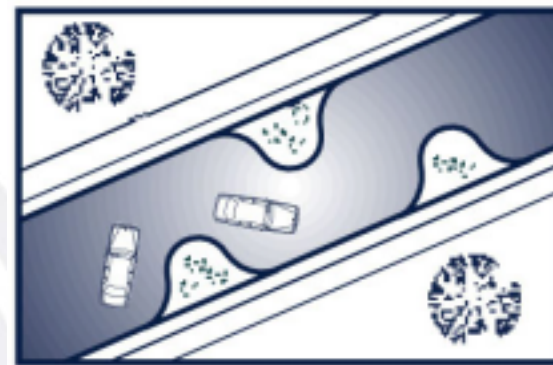
- Step 1** Hold Public Meeting to discuss Phase 2 Implementation (1 month)
- Step 2** Develop traffic control measures and/or physical devices (1-2 months)
- Step 3** Circulate a neighborhood petition for proposed traffic control measures to obtain at least 70% approval (1-2 months)
- Step 4** Measure baseline data (speeds, volumes, etc.) for surrounding streets (1 month)
- Step 5** Install temporary physical device (6 months)
- Step 6** Remeasure baseline data to ensure that the temporary device is working and the problem did not shift to surrounding areas (2-3 months)
- Step 7** Re-petition neighborhood to obtain 70% approval for proposed permanent traffic control measures.
- Step 8** If approved by the neighborhood and the City, permanent traffic control measures are completed (4 months minimum)
- Step 9** Evaluate physical device to ensure that it is working

# Possible Phase 2 Solutions . . .

There are several physical devices available that can be used to help with your neighborhood traffic safety problem. They include:

- Chicanes
- Curb Extensions
- Diverters
- Entry Treatments
- Full Closure
- Lane Narrowing
- Median Barriers
- Medians - block
- Partial closure
- Raised crosswalks
- Speed Humps
- Traffic Calming Signs
- Traffic Circles

If neighborhood residents wish to remove a physical device after it is installed following the steps of this program, even if it is not effective, residents shall be petitioned for 70% agreement, and residents shall pay for the removal. If the device is determine to be a safety issue, the device will be removed immediately by the City at no cost to the residents.



**Chicanes**  
Chicanes are a series of curb extensions on alternating sides of a roadway which narrow the roadway and require drivers to steer from one side of the roadway to the other to travel through the chicane. Typically, a series of at least three curb extensions is used

**Curb Extensions**  
A curb extension is a narrowing of the street, either at an intersections or at mid block to constrain the width of the traveled way.

**Entry Treatments**  
Entry treatment to a street may include a pavement texture, sign, banner, landscaping, planter islands or other structure that helps to communicate a sense of neighborhood identity.

**Full Closure**  
Full closure includes streets being closed to motor vehicles using planters, bollards or barriers. This could occur at either end of a street or at a mid-block location.

**Traffic Circles**  
A traffic circle is a raised control island in the center of the intersection that forces traffic into circular movements.



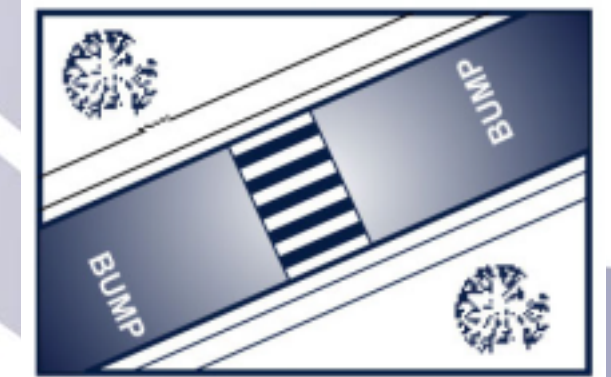
Motorists yield to vehicles already in the intersection and only need to consider traffic approaching in one direction.

**Lane Narrowing**  
Lane narrowing involves physically narrowing the street to expand the sidewalks and landscaped areas.

**Median Barriers**  
Median barriers are placed along the center of a roadway to prohibit left turns or cross traffic.

**Partial Closure**  
Physical blockage of one direction of traffic on a two way street. The open lane of traffic is signed "One Way."

**Medians - Mid Block**  
A mid-block median is an island or barrier in the center of a street between intersections that serves to segregate traffic. Medians create a narrower roadway and/or provide refuge for crossing pedestrians.



**Raised Crosswalks**  
A raised crosswalk is a modified speed hump designed at a pedestrian crossing which can be used at mid-block locations and intersections.



**Diverters**  
A diverter is a barrier placed diagonally across a four-legged intersection interrupting traffic flow across the intersection. This type of barrier may be used to create a maze-like effect in a neighborhood.

**Speed Humps**  
Speed humps are design features which rise above the roadway surface and extend across the roadway perpendicular to the flow of traffic. Discomfort to the driver or damage to the vehicle increases as speed over the hump increases. Best results occur when speed humps are placed in a series.

**Traffic Calming Signs**  
Traffic calming signs inform the public that a traffic calming device(s) has been installed in the area.