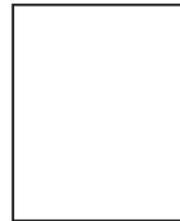




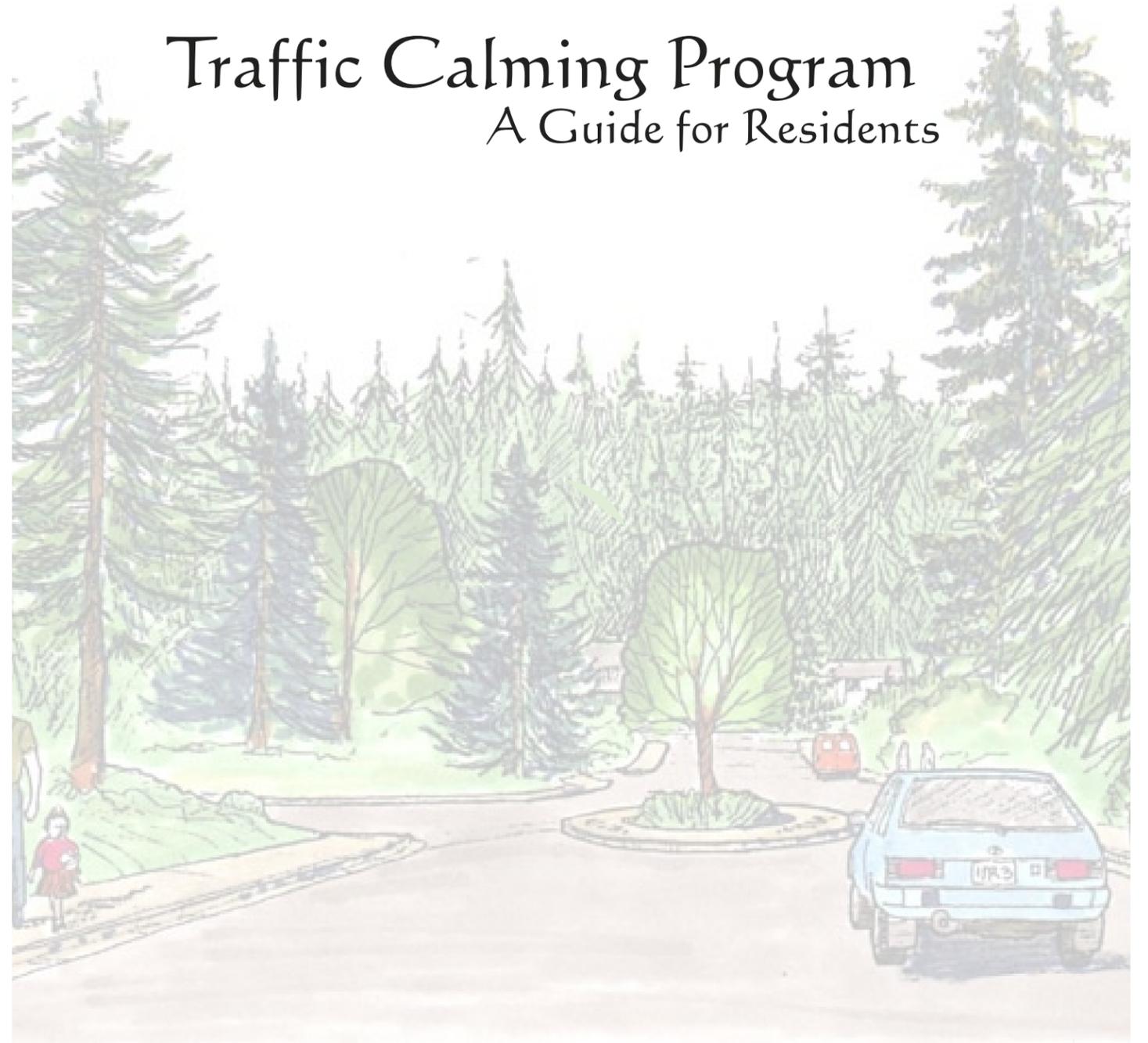
City of Bothell Public Works Department  
Attn: Transportation Engineering Division  
18415 101st Ave NE  
Bothell, WA 98011



City of Bothell  
Department of Public Works

# Traffic Calming Program

## A Guide for Residents



City of Bothell

# Traffic Calming Program

July 18, 2006

# Introduction



## Traffic Calming - Citizen Action Request Form

### Welcome to Bothell's Traffic Calming Program

Bothell's Neighborhood Traffic Calming Program is part of the City's commitment to the safety and livability of our neighborhoods. It is a collaborative effort of City staff and local residents to reduce the impacts of traffic on neighborhoods. Through active participation by you and your neighbors, we can identify the problem, plan the approach implement the solutions, and evaluate the effectiveness.



Citizen involvement is an important part of our traffic calming program. The people who live and work in a project area have the opportunity to become actively involved in the planning and decision-making process.

Contact Name: .....

Address: .....

City: Bothell State WA Zip Code: .....

Daytime Phone: .....

E-mail Address: .....

Location of Concern: .....

What concerns do you have about the above location?

Please check all that apply

- Speeding
- Pedestrian Safety
- Accidents
- Sight Distance
- Traffic Volume
- Other (Please describe above)

Return To:  
City of Bothell  
Public Works Department  
Attn: Transportation Engineering Division  
18415 101st Ave NE  
Bothell, WA 98011  
425-806-6772  
www.bothellwa.gov

## How Do We Get Started?

Please fill out the enclosed Citizen Action Request Form. Be specific when noting the location and times you are experiencing traffic or safety problems. In addition, look over the possible Phase 1 solutions described in our brochure and let us know what you feel would be appropriate for your neighborhood.

When complete, mail the form to:



City of Bothell  
Public Works Department  
Attn: Transportation Engineering Division  
18415 101st Ave NE  
Bothell, WA 98011  
425-806-6772  
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## How does the program work?

### A Two Phase Process...

The program works in two phases. Phase 1 focuses on passive, less restrictive measures like education programs, enforcement, pavement markings, and signing. Should the Phase 1 measures prove ineffective at reducing excessive speeds or traffic volumes within a given time frame, then Phase 2 of the program is implemented. Traffic calming devices such as speed cushions or traffic circles may be used in Phase 2, based on certain engineering criteria.

### Phase 1 - Passive Measures Phase 2 - Physical Treatments

You should consider participating in this program if your neighborhood is experiencing problems such as:

- Vehicles traveling faster than the posted speed limit
- Motorists using the neighborhood street as a short cut
- High number of traffic accidents
- Pedestrians and bicyclists are uncomfortable using the street

# What is Involved in Phase I?

Once a Citizen Action Request Form is received (located at back of brochure), you will be given a Validation Flyer to circulate amongst your neighbors to validate the traffic concerns. Once the Validation Flyer is returned to the City with a minimum of 5 adult signatures, we review your concerns and collect initial traffic data. From this information, a Proposed Improvement Plan is formulated with your help for Phase 1 solutions. This process take approximately 6 to 7 months from the date your Citizen Action Request Form is received.

## Possible Phase I Solutions

**Traffic Safety Campaign** - This campaign involves an informational letter mailed to your community. The letter explains speeds and volumes in your area, recommended traffic calming measures, traffic laws, pedestrian safety, etc. The goal of the letter is to heighten awareness within the neighborhood since typically the majority of traffic problems are caused by inattentive drivers who live within the area.

**Signage** - The posting of appropriate traffic control signs. These may include speed limit, parking, dead-end, school signs, etc.

**Pavement Markings** - The painting of legends upon the pavements such as centerlines, foglines, school crossings, and speed limits

**Trimming Brush** - The Trimming and/or removal of brush by home owners or the City crews to allow better visibility



**Target Police Enforcement** - Increased enforcement by the Bothell Police Department's Traffic Division

**Speed Watch Program** - This program allows citizens to checkout a radar unit from the Police Department, and record the speeds of vehicles traveling in their neighborhood. Owners of speeding vehicles are sent a warning letter asking them to reduce their speeds. The letters are not violations, but reminders about the posted speed limit and the community's concern for safety.

**Radar Speed Trailer** - A portable trailer equipped with a radar unit that detects the speed of passing vehicles and displays it on a digital reader board. This device shows drivers their "actual" speed versus the posted speed limit. This information helps to promote compliance with the posted speed.



## How can you make your local streets safer?

As a parent:

### EDUCATE YOUR CHILDREN

Ensure that your children know and understand the rules of the road. Children are the primary pedestrians on local streets. Children are the most likely victims of careless drivers.

Studies have shown that younger children have difficulty making safe judgments about traffic dangers. Do not let your children play in the street. Warn them about darting into the road after pets or toys. Select bright clothing for children who will be near traffic. Teach your children to stop, look both ways, and listen before crossing the street.

*Make sure that they know that even though cars are supposed to stop, they may not.*

### SET A GOOD EXAMPLE

Drive the speed limit. Be a courteous driver. Let children off on the correct side of the road when delivering or picking them up from school. Ensure that your kids are equipped with a safety helmet when riding their bikes.

### DON'T RUSH

Do not rush while driving. Be organized and leave a little earlier. In particular, do not rush getting children to and from school. Your urgency may cause them to disregard traffic safety and run headlong into the street.

**GET INVOLVED AND DO YOUR PART TO IMPROVE TRAFFIC SAFETY!**  
We look forward to working with you to make your local streets safer!

# Tips

## How can you make your local streets safer?

As a driver:

### DRIVE SLOWER

The maximum legal speed on a local street is 25 MPH (unless otherwise posted). Driving at a speed of 25 MPH or less gives you more time to react to the unexpected, such as a child darting out from between parked cars or to a car backing out of the driveway. Unless you are consciously aware of your speed, you may be driving faster than you should on a residential street.

Remind neighbors to drive 25 MPH. Make sure that others who use your vehicle drive 25 MPH.

It is important to note that driving at a lower, more responsible speed on local streets has very little effect on the time it will take you to get to your destination. Besides, IT IS THE LAW.

### AVOID USING LOCAL STREETS AS SHORT CUTS

The more we use residential streets as short cuts, the more we disrupt the quality of life in neighborhoods. Neighborhood cut-through traffic increases noise and pollution in residential areas and results in a greater threat to the safety of children.

### OBSERVE THE RULES OF THE ROAD

Don't take chances, even on short trips. Statistics show that most accidents occur close to home. In particular, make sure that you and all your passengers always buckle up, **it's the law.**

### CHANGE YOUR DRIVING PATTERNS ON LOCAL STREETS

Learn to adopt a different attitude! You should expect the unexpected, especially on local streets. Imagine the pain you would be living with were you to have an accident and injure a child or an elderly pedestrian, even if it isn't your fault. Stop for pedestrians. Crosswalks exist at every intersection whether or not they have been painted on the street.

# What is involved in Phase 2?

Phase 2 of the program begins approximately 5 to 6 months after the implementation of Phase 1, if the passive measures are not successful at reducing speeds. Phase 2 needs are determined by comparing before and after-study data from Phase 1. If after-study data indicates traffic problems still exist and there is continued neighborhood support for further action, then the area is reviewed for consideration of physical treatments.

### Possible Phase 2 Solutions:

- Curb Extensions
- Speed Cushions
- Traffic Circles / Speed Dots
- Medians
- Chicanes
- Entry Treatments
- Stationary Radar Signs
- Diverters
- Turn Restrictions / Partial Closures
- Full Closures



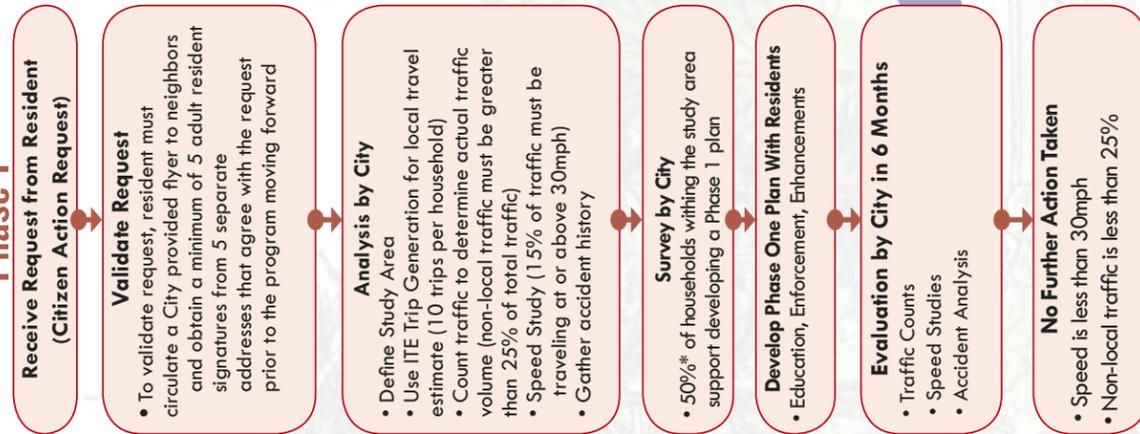
While helping to reduce speeds, physical treatments such as landscaped medians and landscaped traffic circles can also enhance the character and value of the neighborhood. Each physical traffic calming treatment is unique. Installation of physical treatments is determined by traffic engineering analysis with emphasis placed on four main factors:

- Safety
- Vehicle Speeds
- Traffic Volume
- Area Topography

Based on the data collected and the existing conditions, a treatment or combination of treatments may be recommended. Of course, any recommended action will be based on sound engineering and planning principles, as well as consideration to emergency response by police, fire, and paramedic crews. If a neighborhood project proceeds to Phase 2, a community survey and/or meeting is held to discuss the traffic calming improvements and to obtain neighborhood support.

# Traffic Calming Program

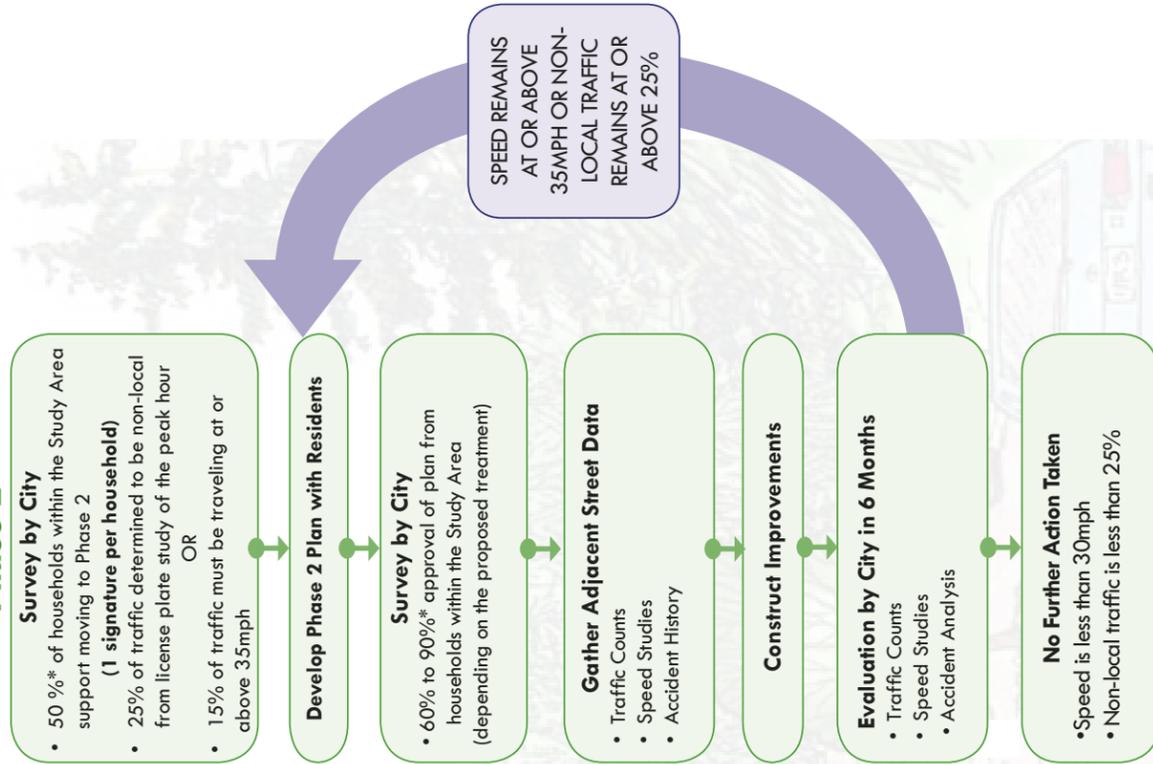
## Phase 1



SPEED IS LESS THAN 35MPH BUT REMAINS ABOVE 30MPH

SPEED IS AT OR ABOVE 35MPH OR NON-LOCAL TRAFFIC IS AT OR ABOVE 25%

## Phase 2



SPEED REMAINS AT OR ABOVE 35MPH OR NON-LOCAL TRAFFIC REMAINS AT OR ABOVE 25%

\* Approval percentages are based on returned ballots only

## HOW DOES MY STREET QUALIFY AND WHAT ARE THE TREATMENT OPTIONS?

	PHASE 1	PHASE 2
Qualification Requirements	<p>15% of traffic traveling at or above 30 MPH</p> <p>OR</p> <p>25% of peak hour traffic is non-local</p> <p>AND</p> <p>At least 50% of households are supportive of developing a Phase 1 plan (based on returned ballots)</p>	<p>15% of traffic traveling at or above 35 MPH</p> <p>OR</p> <p>25% of peak hour traffic is non-local</p> <p>AND</p> <p>At least 50% of households supportive of moving into Phase 2, (based on return ballots)</p>
Treatment Options	<ul style="list-style-type: none"> <li>Traffic Safety Campaign</li> <li>Signage</li> <li>Pavement Markings</li> <li>Trimming Brush</li> <li>Target Police Enforcement</li> <li>Speed Watch Program</li> <li>Radar Speed Trailer</li> </ul>	<ul style="list-style-type: none"> <li>Curb Extensions</li> <li>Speed Cushions</li> <li>Traffic Circles / Speed Dots</li> <li>Medians</li> <li>Chicanes</li> <li>Entry Treatments</li> <li>Stationary Radar Signs</li> <li>Diverter</li> <li>Turn Restrictions / Partial Closures</li> <li>Full Closures</li> </ul>