



City Council Infrastructure Committee *Building Mukilteo's Future*

Meeting No. 2017-03
March 8, 2017
5:30 PM – 7:30 PM

Meeting Notes

Attendees:

City Councilmembers: Scott Whelpley (chair), Richard Emery, Bob Champion
Mayor: Jennifer Gregerson
Assistant City Engineer: Andrea Swisstack
Public: Mick Matheson

1) Future meeting location change discussion

The Committee decided to change the time of all future meetings to 5:00PM-7:30PM and the meeting location to the Planning Department table in order to utilize the Mondoboard for discussions.

2) Capital Projects Update:

The Committee reviewed the Capital Project Tracking spreadsheet.

- a) 61st Place Culvert** – Staff is still working on generating total project cost estimate. The latest construction estimate for the project is over \$360,000. Staff will report back once a solid estimate of total project costs are known, along with options for the Committee to consider prior to moving forward.
- b) FS24 & FS25 Emergency Generator** – At the recommendation of the Committee, Staff reviewed the current estimate with Councilmember Wheeler. There are still concerns that the consultant cost estimate is too high. Staff will work on trying to lower the consultant cost estimate.
 - i. The Committee recommended moving the project forward and bringing to Council for approval even if the costs cannot be negotiated lower.*
- c) SR526 Shared Use Path** – Discussion on the project continued. Presently there is no agency interested in taking the project through construction and owning and maintaining the path. In addition, in order to complete the design, additional funds will be necessary. The design of the project has been moving forward slowly. To date, the project has spent approximately \$135,000 of the design grant.

- i. At this time, the Committee recommended to continue to move forward with the design at a pace that keeps the grant status active. Additional funding for design can be worked through the budget process in 2018 and/or 2019.*

3) Traffic Calming Program Refresher & Status Update

Andrea presented a copy of the Traffic Calming Program, Tracking Spreadsheet and examples of the “Request for Action” (RFA) form and “Traffic Action Plan” form to the Committee. The Committee reviewed the process the City goes through when a RFA form is received.

Since the programs creation, the City received 15 RFA’s in 2015, 10 RFA’s in 2016 and 5 RFA’s in the first two months of 2017.

The Committee asked when the speed bumps in Old Town were being removed. Andrea indicated that there will need to be significant outreach performed before they are removed.

The Committee suggested a geographic representation of the requests might be a good tool in reviewing the RFA’s.

4) Upcoming Council Items

1. Harbour Reach Corridor Project Update (3/20)

An update on the project progress will be presented to council on 3/20. Andrea provided a brief overview of project progress.

5) Other Discussion

Council Member Champion wanted to be sure the agendas are driven from the priorities set by Council and that the Committees will report back at the Council Worksession on April 10th.

Next Meeting: Wednesday April 12th from 4:00PM – 6:00 PM at Mukilteo City Hall Planning Department Table. Note the special start time.

Upcoming Topics:

- 6 Year TIP Update
- Pedestrian Bridge Update
- Facility Renewal
- Sidewalks – priority list

ID	Project Title	Status	Grant Funde d	Phas e In CIP	pre-design	design/row 30/60/90	construction	close out	Carry over from prior years	Current Approved Budget	Percent Complete	Amount Spent	ge of Budget Used	Schedule	Current Mile Stone	ID
A	2014-2015 Pavement Preservation (BWC)	Closeout							YES	\$ 580,000	95%	\$ 511,977	88%	●	All work is complete. Awaiting final bills from Snohomish County.	A
B	2016 Pavement Preservation & 2015 Street Patching	Closeout							YES	\$ 336,000	95%	\$ 246,932	73%	●	Work is physically complete. Awaiting final close out documents from state agencies.	B
C	2015 Fire Station Facility Renewal	Closeout							YES	\$ 73,316	100%	\$ 73,316	100%	●	Work is physically complete. Awaiting final close out documents from state agencies.	C
D	Fire Station Exhaust System	Closeout							YES	\$ 61,000	95%	\$ 56,156	92%	●	Project in closeout phase. (\$2679.22 remaining in retainage)	D
E	ADA Ramps & Sidewalks Repairs (Waterford Park)	Closeout							YES	\$ 58,000	100%	\$ 46,776	81%	●	Project is Physically Complete. Closeout Phase.	E
F	Naketa Beach Storm Pipe Repairs	Closeout	YES						YES	\$ 502,675	100%	\$ 314,365	63%	●	Project is in closeout phase. Will send billing to WSDOT for reimbursement of approx. \$153K	F
G	Harbour Reach Corridor Project	Active	YES						YES	\$ 1,960,120	15%	\$ 568,901	29%	●	Continuing with alternatives analyses. Anticipated 30% design complete in late spring	G
H	Harbour Point Blvd Widening	Active	YES						YES	\$ 1,649,650	20%	\$ 173,237	11%	●	ROW acquisition & wetland mitigation study underway. Project schedule could be impacted by ROW.	H
I	SR 526 Shared Use Path - Design Phase	Active	YES				N/A	N/A	YES	\$ 292,880	60%	\$ 168,183	57%	●	At 60% Design. Coordinating with Boeing & stakeholders. Boeing performing study at bridge location.	I
J	SR 526 Shared Use Path - ROW	Not Started	YES				N/A	N/A		\$ 69,500	0%	\$ -	0%	●	ROW Phase. Funding will be available in 2019	J
K	2017 Pavement Preservation	Active								\$ 910,000	15%	\$ -	0%	●	Will perform overlay under Snohomish County contract. Curb ramps are being designed. \$250K to overlay HPB for Widening Project	K
L	2017 Pedestrian Activated Crosswalk Lighting Program	Active								\$ 35,000	15%	\$ -	0%	●	Purchase of extra RRFB's in 2016. GT crossing may be part of WSDOT mitigation.	L
M	City Hall Parking Lot Rpairs	Active								\$ 75,000	5%	\$ -	0%	●	Consultant Scope & Fee Negotiation	M
N	Annual Traffic Calming Program	Active							YES	\$ 36,000	0%	\$ -	0%	●	\$11K Carry forward from 2016. Evaluating requests as they come in.	N
O	Public Right of Way ADA Transition Plan	Active			N/A	N/A	N/A	N/A	YES	\$ 50,000	15%	\$ 16,671	33%	●	PROW inventory not completed in 2016. Develop strategy to complete inventory with GIS division. Public process needed.	O
P	2017 ADA Upgrades	Idle								\$ 50,000	0%	\$ -	0%	●	Not Started.	P
Q	61st Place Retaining Wall Repairs	Active	YES						YES	\$ 1,009,950	10%	\$ 77,845	8%	●	Requesting scope modification with FEMA to repair vs replace existing wall. Working ROW process with property owners	Q
R	61st Place Culvert	Active							YES	\$ 382,500	70%	\$ 70,872	19%	●	Continuing to work through details with Tulalip Tribe and Residents. Working on anticipated total project costs.	R
S	Decant Facility - Design Only	Active								\$ 110,000	0%	\$ -	0%	●	Not Started.	S
T	Feasibility Study for Centralized Storm Drainage Facilities Bluff Properties	Idle							YES	\$ 93,800	0%	\$ -	0%	●	Was anticipating \$46,000 CWA funding for project from WSDOT Rail.	T
U	Lighthouse Quarters A&B Preservation (Painting)	Active	YES							\$ 42,500	0%	\$ -	0%	●	Create bid package.	U
V	2016 & 2017 Facility Renewal (FS25 & FS24 Emergency Generators)	Active							YES	\$ 150,000	0%	\$ 2,500	2%	●	Consultant Scope & Fee Negotiation meeting with CM Wheeler.	V
W	Point Elliott Room Floor Replacment	Active	YES						YES	\$ 55,000		\$ -	0%	●	Creating bid package for floor replacement. Scheduled to go to AD in August.	W
X	RHCC - Point Elliott Room Technology Upgrade	Active	YES						YES	\$ 21,400		\$ -	0%	●	Parks & Rec is project lead. Providing contracting support as needed.	X
Y	Mukilteo B&G Club Ballfields	Active	YES						YES	\$ 1,275,000			0%	●	Planning is project lead. Working on finalizing bid docs with B&G Club. PW to provide assistance.	Y
Z	Waterfront Promenade	Active	YES						YES	\$ 80,000			0%	●	Planning is project lead. Consultant selection & begin design.	Z
AA	Tank Farm Site Remediation	Idle	YES						YES	\$ 242,500			0%	●	Planning is project lead. Waiting for WSF/WSDOT to remove rubble pile at tank farm.	AA
BB	Japanese Gulch Daylighting	Active	YES							\$ 250,000			0%	●	Planning is project lead. Scheduling survey with BNSF.	BB
CC	Japanese Gulch Wayfinding	Idle	YES							\$ 8,000			0%	●	Parks & Rec is project lead. PW support as needed.	CC
DD	Peace Park Design & Development	Idle					N/A	N/A		\$ 40,000			0%	●	PW Support as needed.	DD
EE	2014, 2016 &2017 Annual Bike Path Construction	Idle			N/A	N/A	N/A	N/A	YES	\$ 125,000			0%	●	Building up budget to implement projects identified in BTW plan.	EE
FF	2014-17 Annual Sidewalk Construction	Idle			N/A	N/A	N/A	N/A	YES	\$ 167,000			0%	●	Building up budget to implement projects identified in BTW plan.	FF

Schedule Key:

●

Idle/Not Started

●

On or Ahead of Schedule

●

Potential Schedule Shifts/Issues

●

Behind Schedule

●

Project Cancelled or Complete

Safe Streetscapes

Authentic Participation

Public Safety

EDUCATION • ENCOURAGEMENT •
ENFORCEMENT

Neighborhood
Character
Preservation

Pedestrian &
Bicycle Safety

Historic Small Town



CITY OF
MUKILTEO

Traffic Calming Program

HOW THE TRAFFIC SAFETY PROCESS WORKS

*** You and your neighbors become an active part in helping to identify Traffic concerns, develop recommendations, and implement solutions. ***

Step 1:

Submit a **Request for Action** form describing your concerns in as much detail as possible including if there is a specific time of day or day of the week you notice the problem to be at its worst. The more information we have as we assess the situation, the better prepared we are to address your concern.

Step 2:

Staff visits the location and reviews traffic conditions. Speed and volume counts may be conducted and/or staff will review previous traffic studies or reported accidents.

Step 3:

A **Traffic Action Plan** is developed. This plan is specifically tailored to your concern based on the findings in step 2 and other citizen observations. The plan includes a list of tools selected from those available in this guidebook which are best suited to address your concerns.

Step 4:

Together, citizens work with staff on implementing the **Traffic Action Plan**. This is your opportunity to become an active partner in helping to solve your neighborhood traffic concerns.

Step 5:

The effectiveness of the plan is evaluated through additional follow-up studies and citizen input, if needed.

There are a number of tools that have been identified to address specific traffic conditions occurring in your neighborhood. These tools are categorized into two areas:



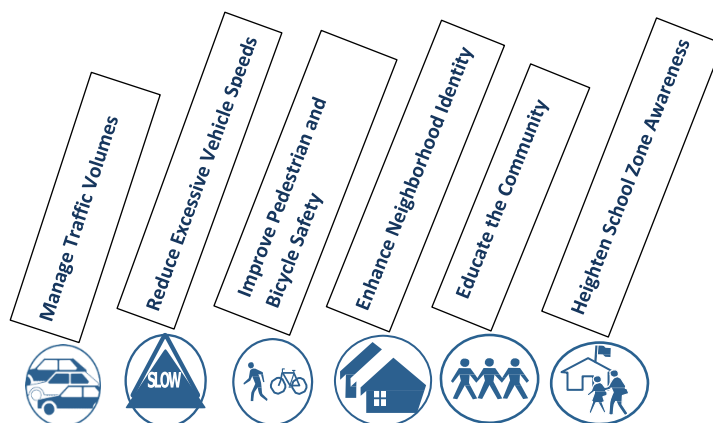
EDUCATION, ENCOURAGEMENT AND ENFORCEMENT:

Educating the community on transportation issues is an important first step in addressing traffic concerns in neighborhoods. One of the most frequent comments made to the Public Works Department is the need to address speeding along residential streets. Our studies show that the majority of speeders on neighborhood streets in Mukilteo are local residents. By educating the community and encouraging safe driving, we can begin to change driver behavior and reduce vehicle speeds. Enforcement, such as police citations, can also help to alleviate speeding concerns.

MODIFYING STREETScape:

Physically changing how the road looks – whether with signing, curbing, or other traffic calming measures – works to alter the behavior of motorists, pedestrians, and bicyclists. These tools help to manage traffic volumes, reduce vehicle speeds, and improve sight distance. Engaging the community in developing the Traffic Action Plan and garnering support are key elements to the success of any project that modifies the streetscape.

TRAFFIC SAFETY TOOLKIT



Page Education, Encouragement, and Enforcement

7	Neighborhood Speed Watch Program		•			•	
7	Neighborhood Traffic Safety Newsletters		•	•	•	•	
8	Radar Trailer/Dolly		•			•	
8	Traffic Enforcement		•			•	
9	Trips to School			•		•	•

Page Modifying Streetscape

10	Chicanes/Slow Points	•	•				
11	Brush Trimming			•			
12	Curb Extensions		•	•			•
13	Full Closure	•	•	•	•		
14	Lane Striping		•	•			
16	Medians		•	•	•		•
17	Neighborhood Entrance Signs	•	•		•		•
18	Partial Closure	•	•	•	•		
19	Raised Crosswalk	•	•	•			•
20	"Residential Area" Signs			•	•		
21	School Zone Flashing Beacons		•				•
22	Speed Cushions	•	•				•
23	Speed Dots	•	•				•
24	Speed Humps	•	•				•
25	Speed Limit Pavement Markings		•				
27	Speed Mounds		•	•			•
28	Stationary Radar Sign		•				

Traffic Conditions are different for each location resulting in numerous tools that can address your specific neighborhood concern. In addition, some tools are only applied after guidelines have been met. The above chart lists the tools available to residents. The presence of a black dot (•) indicates which tools best address specific area of concern. For each tool, specific information and guidelines for their use are defined on subsequent pages.

*For each tool, a set of guidelines has been established based on the level of public participation needed, requirements needed to approve the tool, and traffic considerations.

PUBLIC PARTICIPATION

The Requestor for traffic calming tools is expected to work alongside City staff to resolve the issue and serve as the conduit between the City and his/her neighbors.

Community and Neighborhood Associations are often asked to participate in the traffic safety process when tools affect the neighborhood as a whole. Board members help to share information with the neighborhood and/or may assign a member to the Traffic Committee.



APPROVAL REQUIREMENTS

NOTIFICATION of a project is needed when tools minimally impact adjacent properties, such as the installation of signs.

ADJACENT PROPERTY support is needed whenever a tool directly impacts a property. This support is needed before a project moves to the next step.

MAJORITY NEIGHBORHOOD SUPPORT (65%) approval by residents is needed when a tool will impact a community at large. Through a petition process conducted by the requestor, 65% of residents must show support for the proposed action.

SCHOOL DISTRICT support may be needed if a project is adjacent to or affects the traffic operations of the school.



TRAFFIC CONSIDERATIONS

VEHICLE SPEEDS listed in the tools are minimum 85th percentile speeds required for that tool to be effective; this means 85% of the vehicles are traveling at or below a specific speed.

AVERAGE DAILY TRAFFIC refers to the average number of vehicles passing a specific point during a 24-hour period. There are minimum and maximum traffic volume limits for when different tools may be implemented.

In addition to the guidelines listed on the previous pages, the following are considerations that may apply to every tool and help to determine the appropriateness tool to be implemented:

- Is the street a school, bus, or transit route?
- Are there adjacent arterials to divert traffic?
- Is the roadway grade less than 8%?
- Are there horizontal or vertical curves?
- Where are driveways and intersections located?
- Are streetlights needed?
- Are larger vehicle's turning movements affected?
- Are there drainage and maintenance issues?
- Will parking be affected?
- How many reported accidents have occurred in the area?
- Do the streets have sidewalks?
- Do the streets carry through traffic or a thoroughfare to other neighborhoods?



We are always looking for ways to improve how we work with residents on traffic safety issues. As such, to ensure we are providing innovative and effective services, this document is subject to change based on the ongoing review of our process. While we make every effort to keep the guidelines listed in this document current, there may be some instances where the guidelines are subject to change based on the specific context and location of the traffic safety concern, current regulations, or changes to engineering standards. Additionally, there may be opportunities for alternative tools not listed in this guidebook on a pilot basis.

NEIGHBORHOOD SPEED WATCH PROGRAMS



The Neighborhood Speed Watch is a public awareness program that provides citizens with partnership opportunities in solving speeding problems in their neighborhood. Residents monitor the speed of vehicles with radar equipment on loan from the Police Department. Police staff trains residents on how to use the radar unit to record the license plate numbers of those motorists driving at least 5 mph above the posted speed limit. A letter is sent from the Police Department to the registered owners of those vehicles informing them of the observed violation and encourages them or the other drivers of their vehicle to drive at or below the posted speed limit. Since this is a community awareness program, no formal citations or fines are issued.

PUBLIC PARTICIPATION

A short 1 hour training session is provided to the requestor by City staff. The requestor collects motorists' data and submits the results to City staff.

NEIGHBORHOOD TRAFFIC SAFETY NEWSLETTERS



Neighborhood Traffic Safety Newsletters are published by the City and contain personalized information about your neighborhood's traffic safety concerns. This newsletter also explains the results of the Public Works Department's speed and volume studies and recommends actions that may alleviate the traffic concern. Additionally, traffic and pedestrian safety basics are covered. Although City staff develops this newsletter, the local neighborhood association is welcome to assist with newsletter content and distribution. Staff can also provide homeowner associations with traffic safety articles to include in their newsletters or on their website.

PUBLIC PARTICIPATION

The neighborhood association may provide content and help to distribute the newsletters to neighborhood residents.

RADAR TRAILER/DOLLY



The radar trailer/dolly is a portable trailer equipped with a radar unit which detects the speed of passing vehicles and displays the speed on a reader board. The goal is to heighten driver's awareness of both the speed at which they are traveling and the posted speed limit. This encourages drivers to adjust their speeds, if needed.

Police Officers or Police Volunteers will place the radar trailer or dolly at locations as requested. The Police Department may use the trailer as a "speed checkpoint" and have an officer present to issue citations to violators.

PUBLIC PARTICIPATION

To request a radar speed trailer be placed at a particular location, call (425) 263-8100.

TRAFFIC ENFORCEMENT



The Public Works Department works closely with the Police Department to enforce speed limits and other traffic laws in neighborhoods. Using key traffic data provided by Public Works staff, officers focus their scheduled patrols on the times and places where speeding most often occurs. Typically, targeted enforcement occurs during a one-week timeframe. Enforcement is also available by request to Mukilteo residents.

PUBLIC PARTICIPATION

The requestor alerts the Police to areas where traffic enforcement needs emphasis.

MODIFYING STREETScape

TRIPS TO SCHOOL



The Trips to School program encourages elementary school students to walk, bike, carpool, and ride the bus to and from school. City staff coordinates with participating schools to develop a customized plan to enhance traffic safety for their school. The plan can include informational campaigns about school travel options; walking, school buses, incentive-based programs, carpool coordination efforts, assemblies, opportunities for State and Federal grants, and encouraging students to walk to school every week on a specific day.

PUBLIC PARTICIPATION

A school volunteer or faculty/staff member is needed to serve as a primary contact and be willing to work with the City to develop and implement the customized plan.

APPROVAL REQUIREMENTS

School administration approval is required.

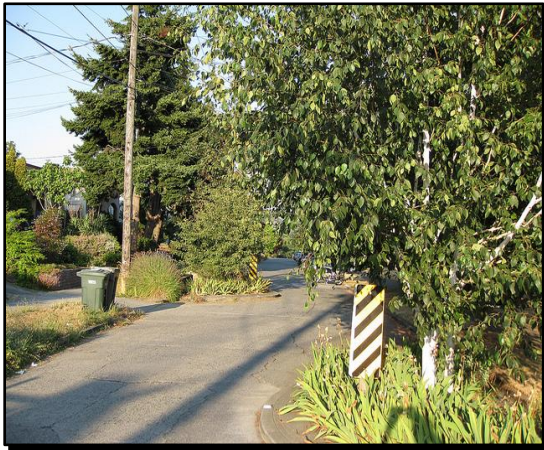


MODIFYING STREETSCAPE

CHICANES/SLOW POINTS

Chicanes are a series of two to three curb extensions that alternate from one side of the street to the other forming S-shaped curves on what would be an otherwise straight roadway. Slow points are curb extensions that narrow a roadway, sometimes allowing only one car at a time to pass. This treatment is used to reduce vehicle speeds.

In some cases, this tool can be designed as a one lane zone which allows only one vehicle at a time to pass, requiring vehicles at both ends to stop or yield before proceeding through. This creates delay for motorists and can reduce cut-through traffic as a result.



Seattle, Washington (Courtesy of Seattle – DOT)



Austin, Texas (Courtesy of LADOT Bike Blog)

PUBLIC PARTICIPATION

The requestor should be proactive throughout the process in assisting the City in obtaining support for the project and also serve as a member of the Traffic Committee, if one is formed.

APPROVAL REQUIREMENTS

Adjacent property support is needed. If this tool is part of a neighborhood-wide plan, the community will determine the level of support. Through a petition process conducted by the requestor, sixty-five percent (65%) of residents must support the project for it to be considered for design and construction.

TRAFFIC CONSIDERATIONS

- Posted speed limit of 25 mph
- Average daily traffic of 300-6500 vehicles
- The 85th percentile speed for traffic must be over 33 mph in residential areas and near parks and over 30 mph in school zones
- Moderate impact to emergency response
- On street parking may need to be restricted



MODIFYING STREETSCAPE

BRUSH TRIMMING

Overgrown brush and trees - At intersections, driveways, sidewalks, and along roadways limits motorist's ability to safely navigate neighborhood streets. Overgrown brush can block important signs and limit a driver's ability to see on-coming traffic at intersections.

Brush Trimming targets those trouble areas and increases the visibility of pedestrians, bicyclists, and motorists. The City has guidelines for sight-lines based on posted speed limits. When brush trimming is required, City staff will notify adjacent households of the concern and requesting they do the maintenance required within a specified period of time. If the landscaping does not get sufficiently trimmed back, City crews complete the trimming at the property owner's expense.



Public Participation

The requestor alerts City staff to areas of concern in the neighborhood.

PUBLIC PARTICIPATION

The requestor should be proactive throughout the process in assisting the City in obtaining support for the project and serve as a member of the Traffic Committee, if one is formed.

APPROVAL REQUIREMENTS

Adjacent property support is needed. If this tool is part of a neighborhood-wide plan, the community will determine the level of support. Through a petition process conducted by the requestor, sixty-five percent (65%) of residents must support the project for it to be considered for design and construction.

TRAFFIC CONSIDERATIONS

- Posted speed limit of 25 mph
- The 85th percentile speed for traffic must be over 33 mph in residential areas and near parks and over 30 mph in school zones
- Average daily traffic of 300 – 3500 vehicles
- Moderate impact to emergency response



MODIFYING STREETSCAPE

CURB EXTENSIONS

Curb extensions narrow the roadway by extending the curb toward the center of the street helping to reduce vehicle speeds. Curb extension can be used at intersections or mid-block locations to increase sight-distance. They can also be installed in conjunction with speed humps to create planting areas or raised crosswalks to shorten pedestrian crossing distances.



Curb extensions can also be used with: partial closure, medians, neighborhood entrance, “residential area” signs, raised crosswalks, speed humps, traffic circles.

PUBLIC PARTICIPATION

The requestor should be proactive throughout the process in assisting the City in obtaining support for the project and also serve as a member of the Traffic Committee, if one is formed.

APPROVAL REQUIREMENTS

Adjacent property support is needed. If this tool is part of a neighborhood-wide plan, the community will determine the level of support. Through a petition process conducted by the requestor, sixty-five percent (65%) of residents must support the project for it to be considered for design and construction.

TRAFFIC CONSIDERATIONS

- Posted speed limit of 25 mph
- The 85th percentile speed for traffic must be over 33 mph in residential areas and near parks and over 30 mph in school zones
- Average daily traffic of 300-6500 vehicles
- Moderate impact to emergency response
- On-street parking may need to be restricted



MODIFYING STREETSCAPE

FULL CLOSURE

A full closure physically closes a roadway in a neighborhood and is considered the most restrictive and severe form of traffic calming. These installations eliminate or reroute cut-through traffic but come with significant trade-offs for residents including increased travel time to and from their homes. Typically the City installs a temporary closure to provide an opportunity for residents to live with the restriction before determining if it becomes permanent.



A full closure can be designed to accommodate non-motorized travel such as pedestrians and bicyclists, as well as access for emergency response vehicles.

PUBLIC PARTICIPATION

The requestor should be proactive throughout the process in assisting the City in obtaining support for the project and serve as a member of the Traffic Committee, if one is formed.

APPROVAL REQUIREMENTS

Adjacent property support is needed. This tool significantly impacts driving patterns in a neighborhood by forcing residents to find alternative routes to and from their home. Through a petition process conducted by the requestor, sixty-five percent (65%) of all residents in the neighborhood must support the restriction for it to be considered for implementation. The project may include an initial demonstration project before determining whether the closure is installed permanently.

TRAFFIC CONSIDERATIONS

- Posted speed limit of 25 mph
- The 85th percentile speed for traffic must be over 33 mph in residential areas and near parks and over 30 mph in school zones
- Average daily traffic <2000 vehicles
- 20% of traffic during peak hours is cutting through the neighborhood to avoid adjacent arterial streets
- Significant impact to emergency response



MODIFYING STREETSCAPE

LANE STRIPING

Lane striping helps to define the roadway. Whether installed with paint or buttons, it can delineate parking areas, travel lanes, bike lanes, and even walking areas. It can be used to narrow travel lanes in an effort to reduce vehicle speeds.



PUBLIC PARTICIPATION

The requestor should be proactive throughout the process in assisting the City in obtaining support for the project and serve as a member of the Traffic Committee, if one is formed.

APPROVAL REQUIREMENTS

Adjacent property support is needed. If this tool is part of a neighborhood-wide plan, the community will determine the level of support. Through a petition process conducted by the requestor, sixty-five percent (65%) of residents must support the project for it to be considered for design and construction.

TRAFFIC CONSIDERATIONS

- Posted speed limit of 25 mph
- Average daily traffic >300 vehicles
- Parking may be restricted



MODIFYING STREETSCAPE

LANE STRIPING cont.



Seattle, Washington (Courtesy of Seattle PI)

Lane striping can help define the roadway alerting drivers, cyclists, and pedestrians to the correct travel lanes.

MODIFYING STREETSCAPE

MEDIANS

Medians are raised islands placed in the center of a roadway to separate opposing traffic. They can be placed mid-block or at entrances into neighborhoods. Medians are used to narrow the roadway and are often landscaped to provide a visual enhancement and create a perception of a narrower roadway. They can be used in conjunction with a pedestrian crossing to provide a refuge area.



Medians can also be use with: curb extensions, neighborhood entrances, speed cushions, split speed humps.

PUBLIC PARTICIPATION

The requestor should be proactive throughout the process in assisting the City in obtaining support for the project and serve as a member of the Traffic Committee, if one is formed.

APPROVAL REQUIREMENTS

Adjacent property support is needed. If this is part of a neighborhood-wide plan, the community will determine the level of support. Through a petition process conducted by the requestor, sixty-five percent (65%) of residents must support the project for it to be considered for design and construction.

TRAFFIC CONSIDERATIONS

- Posted speed limit of 25 mph
- The 85th percentile speed for traffic must be over 33 mph in residential areas and near parks and over 30 mph in school zones
- Average daily traffic >300 vehicles
- Limited impact to emergency response vehicles, depending on location
- Should not be located where they affect driveway access
- Parking may be restricted



MODIFYING STREETSCAPE

NEIGHBORHOOD ENTRANCE SIGNS

A neighborhood entrance is a raised island in the center of a roadway and/or a raised pavement treatment, such as a patterned brick pavement, that identifies the entrance into a neighborhood.

Neighborhood entrances notify drivers that they are entering a neighborhood or residential area and thus encourage slower vehicle speeds. They may also discourage cut-through traffic. In addition, opportunities may exist for additional enhancement by adding landscaped medians and/or “residential area” signs.



Neighborhood entrances can also be used with: curb extensions, medians, “residential area” signs, and speed mounds.

PUBLIC PARTICIPATION

The requestor should be proactive throughout the process in assisting the City in obtaining support for the project and serve as a member of the Traffic Committee, if one is formed.

APPROVAL REQUIREMENTS

Adjacent property support is needed. If this tool is part of a neighborhood-wide plan, the community will determine the level of support. Through a petition process conducted by the requestor, sixty-five percent (65%) of residents must support the project for it to be considered for design and construction.

TRAFFIC CONSIDERATIONS

- Average daily traffic >300 vehicles
- Parking may be restricted

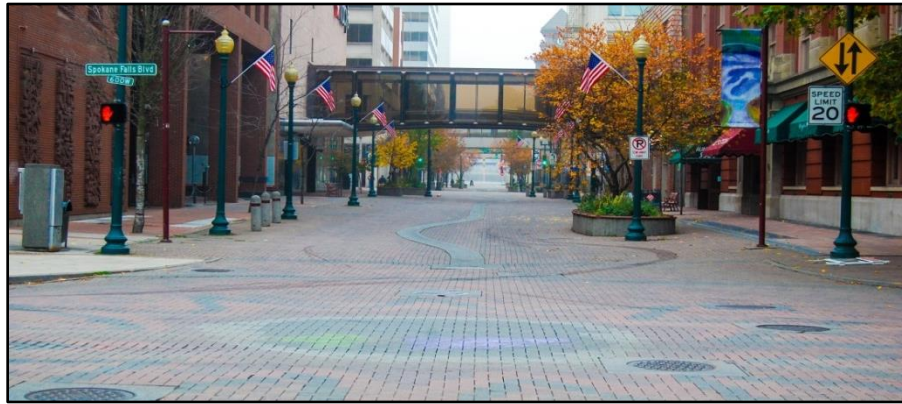


MODIFYING STREETSCAPE

PARTIAL CLOSURE

Partial closures restrict the roadway to one direction of travel. They limit vehicular access into neighborhoods while still providing residents with either an exit or entrance depending on the restriction.

Partial closures permanently change traffic patterns for residents within a neighborhood sometimes resulting in longer travel times and traffic shifts within the residential area. Design features can include landscaping.



Spokane, Washington

Can also be used with: Curb extensions

PUBLIC PARTICIPATION

The requestor should be proactive throughout the process in assisting the City in obtaining support for the project and serve as a member of the Traffic Committee, if one is formed.

APPROVAL REQUIREMENTS

Adjacent property support is needed. This tool significantly impacts driving patterns in a neighborhood by forcing residents to find alternative routes to and from their home. Through a petition process conducted by the requestor, sixty-five percent (65%) of all residents in the neighborhood need to support the restriction to be considered. The project may include an initial demonstration project before determining whether the closure is installed permanently.

TRAFFIC CONSIDERATIONS

- Posted speed limit of 25 mph
- Average daily traffic <2000 vehicles
- The 85th percentile speed for traffic must be over 33 mph in residential areas and near parks and over 30 mph in school zones
- 20% of traffic during peak hour is cutting through the neighborhood to avoid adjacent arterial streets
- Significant impact to emergency response
- May restrict parking



MODIFYING STREETSCAPE

RAISED CROSSWALK

A raised crosswalk is an area of roadway pavement that has been raised approximately 3" and includes crosswalk markings on top. Raised crosswalks are typically implemented on streets where speed control at pedestrian crossing is desired, such as in school zones or adjacent to neighborhood parks. Raised crosswalks can be used in conjunction with other tools such as curb extensions which narrow the crossing distance for pedestrians.



Seattle, Washington (Courtesy of Seattle - DOT)

Can also be use with: Curb Extensions

PUBLIC PARTICIPATION

The requestor should be proactive throughout the process in assisting the City in obtaining support for the project and serve as a member of the Traffic Committee, if one is formed.

APPROVAL REQUIREMENTS

Adjacent property support is needed. If this tool is part of a neighborhood-wide plan, the community will determine level of support. Through a petition process conducted by the requestor, sixty-five percent (65%) of residents must support the project for it to be designed and constructed.

TRAFFIC CONSIDERATIONS

- Posted speed limit of 25 mph
- The 85th percentile speed for traffic must be over 33 mph in residential areas and near parks and over 30 mph in school zones
- Average daily traffic of 300 – 3500 vehicles
- Should not be located where they affect driveway access
- Potential noise impacts from motorist traversing the raised crosswalk



MODIFYING STREETSCAPE

“RESIDENTIAL AREA” SIGNS

“Residential Area” signs are blue and will identify the entrance to a residential area. The sign is designed to promote a sense of community by showing pictures of homes, bicyclists, pedestrians, and vehicles. It has a supplemental plaque that states “Residential Area”.



These signs are placed in areas where traffic improvements have been implemented and/or where there needs to be a definition between a neighborhood and a commercial or business area.

Can also be use with: Neighborhood Entrance.

PUBLIC PARTICIPATION

Some signs may require adjacent household support. If so, the requestor should be proactive throughout the process of obtaining adjacent property owner support for the project.

APPROVAL REQUIREMENTS

Adjacent property support may be needed.

TRAFFIC CONSIDERATIONS

- Posted speed limit of 25 mph



MODIFYING STREETSCAPE

SCHOOL ZONE FLASHING BEACONS

To reinforce reduced speed limits near schools, the City posts flashing yellow beacons near some elementary schools as funding allows. These signs are installed in school zones alerting drivers to slow to 20 mph during school start and dismissal times. Typically, the signs are programmed to flash 30 minutes before start time and 10 minutes following. For dismissal, they begin to flash 10 minutes before dismissal time and 30 minutes following.



School zones are defined as 300 feet from school property or a marked school crosswalk. Traffic fines in school zones are doubled.

Can also be used with: Stationary radar signs

PUBLIC PARTICIPATION

Schools or school districts can qualify for traffic safety grants when available.

APPROVAL REQUIREMENTS

Residents are notified when school zone flashing beacons are installed.



MODIFYING STREETSCAPE

SPEED CUSHIONS

Speed cushions are different from speed humps in that they have gaps to allow for the expedient passing of emergency vehicles. Typically speed cushions consist of two or more raised and rounded areas of pavement placed laterally across a road. There are gaps for emergency vehicles to pass through without significant jostling or displacement. Non-emergency vehicles are generally too narrow to travel through the gaps and must drive over the bump helping to reduce vehicle speeds.



Seattle, Washington (Courtesy of Seattle – DOT)

Can also be used with: Medians

PUBLIC PARTICIPATION

The requestor should be proactive throughout the process in assisting the City in obtaining support for the project and serve as a member of the Traffic Committee, if one is formed.

APPROVAL REQUIREMENTS

Adjacent property support is needed. If this tool is part of a neighborhood-wide plan, the community will determine the level of support. Through a petition process conducted by the requestor, sixty-five percent (65%) of residents must support the project for it to be considered for design and construction.

TRAFFIC CONSIDERATIONS

- Posted speed limit of 25 mph
- The 85th percentile speed for traffic must be over 33 mph in residential areas and near parks and over 30 mph in school zones
- Average daily traffic of 300-3500 vehicles
- Moderate impact to emergency response vehicles
- Should not be located where they affect driveway access



MODIFYING STREETSCAPE

SPEED DOTS

A speed dot is a small circular or oval island located in the center of the road at mid-block locations. It reduces vehicle speeds by narrowing the roadway and redirecting vehicles around the circle. The effect on vehicle speeds depends on the roadway width, in addition to the size and number of speed dots. They can be used in a series resulting in a raised median effect but includes better driveway access. They can also be landscaped.

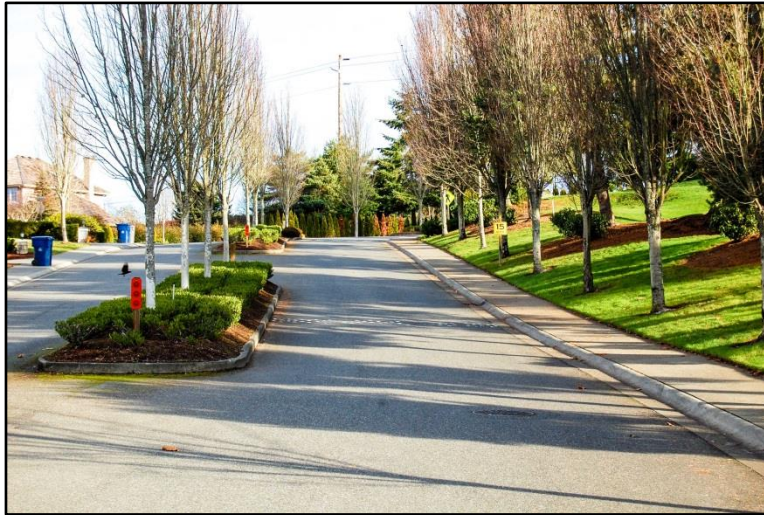


Photo from One Club House Lane Subdivision

PUBLIC PARTICIPATION

The requestor should be proactive throughout the process in assisting the City in obtaining support for the project and serve as a member of the Traffic Committee, if one is formed.

APPROVAL REQUIREMENTS

Adjacent property support is needed. If this tool is part of a neighborhood-wide plan, the community will determine the level of support. Through a petition process conducted by the requestor, sixty-five percent (65%) of residents must support the project for it to be considered for design and construction.

TRAFFIC CONSIDERATIONS

- Posted speed limit of 25 mph
- The 85th percentile speed for traffic must be over 33 mph in residential areas and near parks and over 30 mph in school zones
- Average daily traffic of 300-3500 vehicles
- Moderate impact to emergency response vehicles
- Should not be located where they affect driveway access
- May restrict parking
- May require removal of some landscaping in the right-of-way adjacent yards



MODIFYING STREETScape

SPEED HUMPS

A speed hump is a raised area of roadway pavement approximately 3 inches in height. They are different from the more severe speed humps you may find in a parking lot. A speed hump causes a vehicle to produce a rocking motion, creating an uncomfortable sensation for the occupants of speeding vehicles thus encouraging the driver to reduce their speed.



The City can use two different designs based on roadway characteristics. The first is a 12' long (in the direction of travel) with a gentle raise to 3 inches at the center and the other a 22' long design that is 3" in height, with a 10' flat top. The latter design is used for raised crosswalks and in areas with transit and higher traffic volumes.

PUBLIC PARTICIPATION

The requestor should be proactive throughout the process in assisting the City in obtaining support for the project and serve as a member of the Traffic Committee, if one is formed.

APPROVAL REQUIREMENTS

Adjacent property support is needed. If this tool is part of a neighborhood-wide plan, the community will determine the level of support. Through a petition process conducted by the requestor, sixty-five percent (65%) of residents must support the project for it to be considered for design and construction.

TRAFFIC CONSIDERATIONS

- Posted speed limit of 25 mph
- The 85th percentile speed for traffic must be over 33 mph in residential areas and near parks and over 30 mph in school zones
- Average daily traffic of 300-3500 vehicles
- Significant impact to emergency response vehicles
- School bus or transit route
- Potential noise impacts from motorists traversing the speed hump



MODIFYING STREETSCAPE

SPEED LIMIT PAVEMENT MARKINGS

The City uses pavement marking noting the speed limit at locations where drivers may need to be reminded of the posted speed limit. These pavement markings are typically eight feet long and are either painted onto the pavement or applied with a special tape. Locations are selected based on field review and speed study results.



North Bend, WA (Courtesy of NorthBendnews.com)

PUBLIC PARTICIPATION

The requestor should be proactive throughout the process in assisting the City in obtaining support for the project.

APPROVAL REQUIREMENTS

Residents are notified when speed limit pavement markings are installed.

TRAFFIC CONSIDERATIONS

- Posted speed limit of 25 mph
- Vehicle speeds > 30 mph



MODIFYING STREETSCAPE

SPEED LIMIT PAVEMENT PARKINGS



Shown are some examples of markings that have been installed throughout Bellevue. Courtesy of, City of Bellevue.

MODIFYING STREETSCAPE

SPEED MOUNDS

Speed mounds are slightly raised areas of pavement that guides drivers through a designated area. Unlike traffic circles which force drivers around the device, speed mounds allow vehicles to pass over the raised pavement. They may be built with colored and/or textured pavement. Speed mounds are used as an alternative to curb extensions or medians and are successful when existing driveways and turning movements restrict physical curbed treatments, such as traffic circles.



Location Unknown, (Courtesy of City of Bellevue)

Can also be used with: Curb extensions, neighborhood entrance

PUBLIC PARTICIPATION

The requestor should be proactive throughout the process in assisting the City in obtaining support for the project and serve as a member of the Traffic Committee, if one is formed.

APPROVAL REQUIREMENTS

Adjacent property support is needed. If this tool is part of a neighborhood-wide plan, the community will determine the level of support. Through a petition process conducted by the requestor, sixty-five percent (65%) of residents must support the project for it to be considered for design and construction.

TRAFFIC CONSIDERATIONS

- Posted speed limit of 25 mph
- The 85th percentile speed for traffic must be over 33 mph in residential areas and near parks and over 30 mph in school zones
- Average daily traffic of 300-3500 vehicles
- Moderate impact to emergency response vehicles
- School bus or transit route

MODIFYING STREETSCAPE

STATIONARY RADAR SIGN

Stationary radar signs direct a driver's attention to the posted speed limit and digitally display the speed of the driver's vehicle on a large message board. This instant feedback results in a greater awareness of the speed limit and encourages motorists to adjust their speed accordingly, if needed. Typically, these signs are installed where other physical traffic calming measures are not appropriate. These installations have been shown to reduce vehicle speeds by 6-8 mph.



Locations are selected based on prioritized scoring criteria and available funding. Scoring criteria considers vehicle speed, traffic volume, street conditions, proximity to parks and school, and reported accident history.

After locations are determined, residents in the proposed locations for the sign must support the installation before proceeding to final design and construction.

Can also be used with: School zone flashing beacons

PUBLIC PARTICIPATION

The requestor should be proactive throughout the process in assisting the City in obtaining support for the project and serve as a member of the Traffic Committee, if one is formed.

APPROVAL REQUIREMENTS

Adjacent property support is needed. If this tool is part of a neighborhood-wide plan, the community will determine the level of support. Through a petition process conducted by the requestor sixty-five percent (65%) of residents must support the project in order for consideration of having the signs to be installed.

TRAFFIC CONSIDERATIONS

- Score based on predetermined criteria
- Should be placed where on-street parking is minimal



WHAT'S NOT IN THE TOOL KIT?

Will lowering the speed limit alleviate speeding in my neighborhood?

Engineering studies show that speed limit signs are not the most significant factor influencing driver speeds. Research indicates that a reasonable and prudent driver will drive the speed suggested by roadway and traffic conditions, to the extent of disregarding the posted speed limit. A speed limit that is unrealistic invites the majority of drivers to disregard posted speeds.



How are speed limits established?

Washington State Law allows cities and counties to set speed limits that differ from the standard speed limits set under the Revised Code of Washington (RCW) 46.61.400 which states 25 mph on city streets unless otherwise posted. Higher or lower speed limits are determined through traffic review by considering speed studies, roadway geometry, sight distance, and accident history. If these factors are not limiting, the 85th percentile speed is used to set the speed limit. The 85th percentile speed is the speed at which 85% of vehicles are traveling at or under. It is generally accepted that this speed is considered reasonable for the roadway. Lowering the posted speed limit does not significantly lower traffic speed and can lead to unreasonable ticketing for acceptable driving behavior.

Why are stop signs not used for speed control?

It seems like an obvious, inexpensive way to reduce vehicle speeds. However, what seems to be a perfect solution can actually create a less desirable situation. When stop signs are used as “nuisances” or “speed breakers”, there is a high incidence of drivers intentionally violating the stop. When vehicles do stop, the speed reduction is effective only in the immediate area of the stop sign, since a large percentage of motorists then increase their speed to make up for lost time. This results in increased mid-block speeds. For these reasons, we do not use stop signs for speed control solutions. Instead, they are used to improve safety at intersections where traffic volumes or accidents require their installation



Some parents believe that the safety of their children playing in or near the street can be enhanced through the installation of “Slow - Children” or “Children at Play” signs. Traffic studies have shown that “Children at Play” signs do not increase a driver’s attention to the point of reducing vehicles speeds or reducing pedestrian accidents. In fact, placement of these signs can increase the potential for accidents by conveying to children and parents a sense of a protected area, which does not exist and cannot be guaranteed. For these reasons, the City does not install these types of signs, and instead encourages parents to find alternative play areas for children, such as a backyard or local park.





CITY OF
MUKILTEO

Public Works Department

**TRAFFIC CALMING
PROGRAM**

**REQUEST FOR ACTION
FORM**

If you have a traffic safety concern, such as excessive vehicle speeds, and would like to participate in the traffic calming program please fill out the form below. Include as much detail as possible and return to:

City of Mukilteo, Department of Public Works-Engineering
11930 Cyrus Way
Mukilteo, WA 98275

You can also email it to Margo Lawler at mlawler@mukilteowa.gov, or drop off at City Hall at the above address.

These requests will be reviewed in the order received and a Traffic Action Plan (TAP) developed and returned to you. Please note that the TAP can take up to 6 months as staff collects data and reviews traffic conditions and it is dependent on workload.

If you are seeking police enforcement (parking, speed, other) your request may be better served by contacting the Police Department at 425.263.8100 and requesting extra patrol for speeding vehicles.

Name: _____

Phone: _____

Street Address: _____

Email Address: _____

Location of concern (provide specific location, street name, house numbers, etc.): _____

Time of day you notice the problem to be at its worst: _____

Day(s) of the week you notice the problem to be at its worst: _____

What are your specific concerns about the above location? _____

Thank you for taking the time to fill out a Request for Action.

My Action Plan for 11th Street

Are you feeling inspired to take action to address the traffic concerns on 11th Street?
Here is a checklist to help you get started:

☐ Talk to my neighbors and share the City’s findings and recommendations

☐ List interested neighbors who want to help me with efforts:

☐ Decide the educational programs we want to participate in:

- ☐ Neighborhood Speed Watch Programs
- ☐ Radar Trailer/Dolly
- ☐ Traffic Enforcement

☐ Contact City staff at 425.263.8100 to set-up a training session for the Neighborhood Speed Watch Program, and get materials

Notes:



Traffic Action Plan
City of Mukilteo Traffic Calming Program

September 28, 2016

Aaron and Grace Glenn
909 11th Street
Mukilteo, WA 98275

Re: Speeding on 11th Street

Dear Aaron and Grace,

Thank you for contacting the City of Mukilteo and sharing your concerns with vehicle speeds on 11th Street. We have completed a field review and data analysis on 11th Street and compiled this information into this Traffic Action Plan (TAP), as well as our recommendations.


A speed study was conducted along 11th Street, the location was selected to capture the highest speeds possible. The speed study began on August 1, 2016 and ended on August 11, 2016. The study shows 85% of motorists are traveling at or below 26mph in the westbound direction and at or below 27 mph in the eastbound direction. There were 2,286 vehicles recorded traveling westbound, and 2,117 traveling eastbound during the 10 day speed study.

The City strongly encourages you to conduct neighborhood education as the speeders are most likely generated by your neighbors and/or their guests as this not a cut through street and serves the neighborhoods through the loop and at the dead end. The education programs are described on page 3 of this report. In addition, another option that would work well for the situation you described is to request a radar trailer/dolly be placed along 11th Street. To request this please call 425.263.8100. You requested the City consider installing speed bumps and based on our analysis, speed bumps are not warranted at this location.

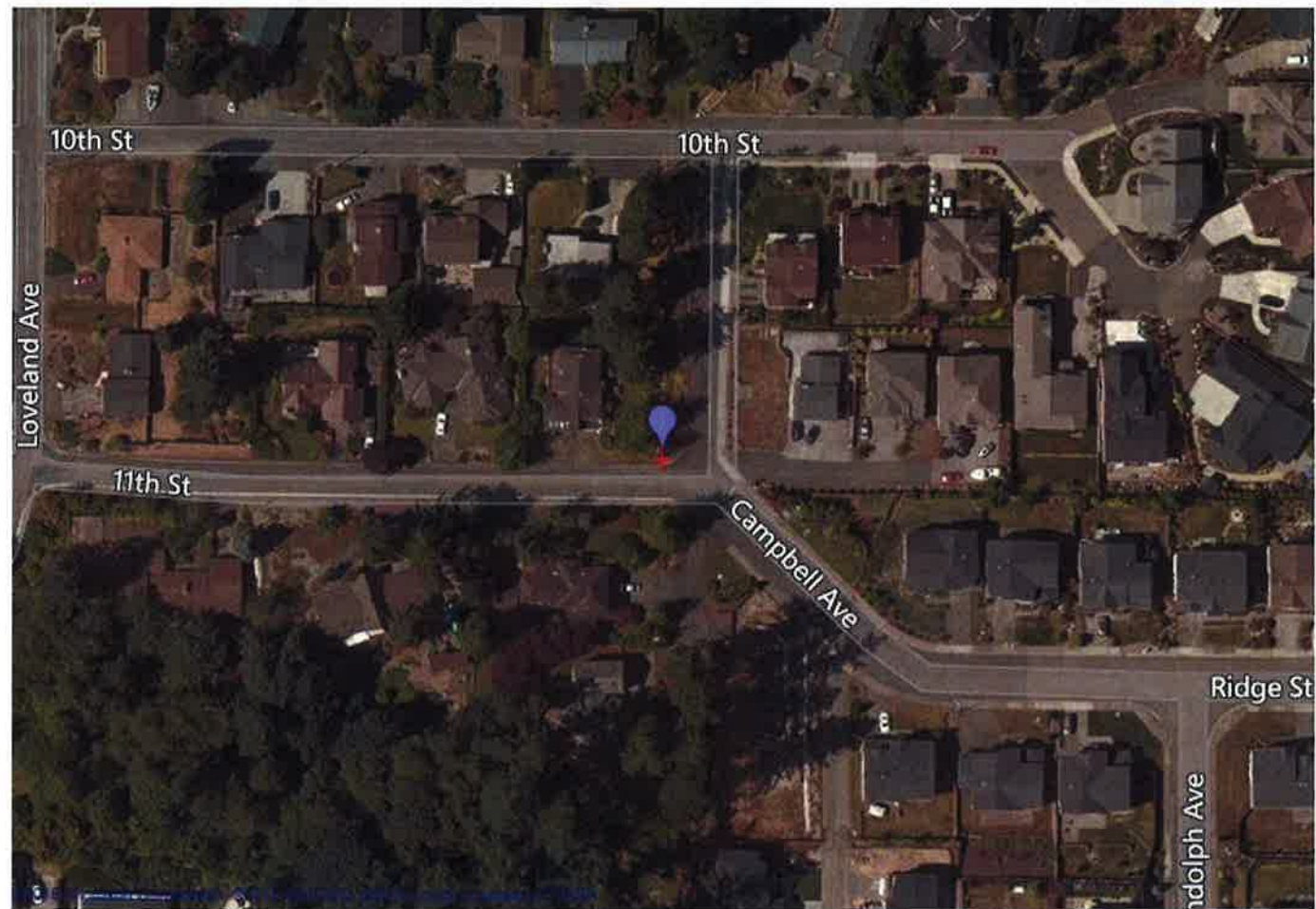
The City is also working on a Bike/Transit/Walkability (BTW Plan) which proposes to add pedestrian facilities to 11th Street. To find out more about the BTW Plan, please visit <http://mukilteowa.gov/departments/planning-development/planning-long-range/btwplan/>.

Again, thank you for sharing your concerns with us. We look forward to working with you and your neighbors on the programs suggested to address your traffic concerns.

Sincerely,


Robert McGaughey, P.E.
Director of Public Works/City Engineer

Location of Speed Study



Summary of Findings

Date	Location	Average Daily Traffic	Average Speeds	85% of vehicles traveling at or below this speed
August 1 – August 11, 2016	11th Street Westbound	230	21 MPH	26 MPH
August 1 – August 11, 2016	11th Street Eastbound	213	22 MPH	27 MPH

Customized Traffic Action Plan for 11th Street

Education, Encouragement, and Enforcement

By educating the community and encouraging safe driving, we can begin to change driver behavior and reduce vehicle speeds.



Traffic Enforcement

The Public Works Department works closely with the Police Department to enforce speed limits and other traffic laws in neighborhoods. Using key traffic data provided by Public Works staff, officers focus their scheduled patrols on the times and places where speeding most often occurs. Typically, targeted enforcement occurs during a one-week timeframe. Enforcement is also available by request to Mukilteo residents.

Neighborhood Speed Watch Programs

The Neighborhood Speed Watch is a public awareness program that provides citizens with partnership opportunities in solving speeding problems in their neighborhood. Residents monitor the speed of vehicles with radar equipment on loan from the Police Department. Police staff train residents on how to use the radar unit to record the license plate numbers of those motorists driving at least 5 mph above the posted speed limit. A letter is sent from the Police Department to the registered owners of those vehicles informing them of the observed violation and encourages them or the other drivers of their vehicle to drive at or below the posted speed limit. Since this is a community awareness program, no formal citations or fines are issued.



A short 1 hour training session is provided to the requestor by City staff. The requestor collects motorists' data and submits the results to City Staff. To participate in this program, please call 425.263.8100.

Radar Trailer/Dolly

The radar trailer/dolly is a portable trailer equipped with a radar unit which detects the speed of passing vehicles and displays the speed on a reader board. The goal is to heighten driver's awareness of both the speed at which they are traveling and the posted speed limit. This encourages drivers to adjust their speeds, if needed.



Police Officers or Police Volunteers will place the radar trailer or dolly at location as requested. The Police Department may use the trailer as a "speed checkpoint" and have an officer present to issue citations to violators.

To request a radar speed trailer be placed at a particular location, call 425.263.8100.

Traffic Calming Request #	Date of Request	Name of Requestor	Requested via	Address of Requestor	Location and Details	Traffic Study	Traffic Action Plan Completed	Suitable solutions	TAP sent to Requestor	If Follow Needed - Has Been Completed	Closed Out	Comments	Resident Feedback/Satisfaction with Solution
2015-001	3/2/2015	Noel Cabanday	Email		92nd St, 84th St, and 44th St.	Yes: 3/13/15-3/23/15	Yes	Traffic Enforcement, Neighborhood Speed Watch Programs, Radar Trailer/Dolly	Yes: 8/18/15		Yes		
2015-002	4/1/2015	Walter Kowalczyk	Phone	8032 44th Ave West	Speeding is bad in front of his house and he would like speed bumps.	Yes: 4/14/15-4/24/15	Yes	Traffic Enforcement, Neighborhood Speed Watch Programs, Radar Trailer/Dolly, Stationary Radar Sign	Yes: 8/18/15			Temporary Radar Sign installed 2016	
2015-003	4/1/2015	Nancy Passovoy	Ask Mukilteo #788	4027 Harbour Pointe Blvd SW	Please consider installing a flashing speed sign	Yes: 9/25/2015-10/5/2015	Yes	Traffic Enforcement, Neighborhood Speed Watch Programs, Radar Trailer/Dolly	Yes: 12/15/15		Yes		
2015-004	4/3/2015	Deborah Webb	Ask Mukilteo #780		600-1100 blocks Washington Ave.	Yes: 6/9/2015 - 6/22/2015	Yes	Traffic Enforcement, Neighborhood Speed Watch Programs, Radar Trailer/Dolly	Yes: 8/19/15		Yes		
2015-005	n/a	Mardee Lundeen	Phone	7315 48th Ave W (206.669.7650)	48th Ave W, 73rd St SW during school hours people speeding through there.	Yes: 7/16/2015-7/27/2015	Yes	Traffic Enforcement, Neighborhood Speed Watch Programs, Radar Trailer/Dolly, Stationary Radar Sign	Yes: 10/1/15			Temporary Radar Sign installed 2016	
2015-006	4/29/2015	Christian Wagener	Ask Mukilteo #799	Pointes Drive	Pointes Drive: cars driving too fast, would like a speed bump between Possession Way and Greenhaven, and one between Greenhaven and Harbour Pointe.	Yes: 10/15/2015-10/26/2015	Yes	Traffic Enforcement, Neighborhoood Speed Watch Programs, Radar Trailer/Dolly	Yes: 12/15/15		Yes		
2015-007	5/1/2015	Erik and Robin Franklin	Email	St. Andrews Drive	Would like the speed limit reduced and hidden driveway signs installed.	Yes: 5/18/2015 - 6/1/2015	Yes	Traffic Enforcement, Neighborhood Speed Watch Programs, Radar Trailer/Dolly, Stationary Radar Sign	Yes: 8/18/15			Moved up due to mistake of not being forwarded to Public Works in January 2015, Temporary Radar Sign installed 2016	
2015-008	6/10/2015	Mike Lee	Phone - Service Request #201500114	Vista Dr. & Harbour Heights Pkwy	Intersection made safer, turning from Vista Dr., it is easy to get hit from cars coming downhill at fast speeds. Would like a sign, signal, or some other type of aid.	Yes: 1/15/2016 - 1/26/2016	Yes	Traffic Enforcement, Neighborhood Speed Watch Programs, Radar Trailer/Dolly, Stationary Radar Sign	Yes: 5/16/16			Install Temporary Radar Sign when removed from other location. Requested neighborhood boundaries on 5/24/2016. Neighborhood Boundaries sent 6/9/2016.	
2015-009	8/21/2015	Kristin Kirk	Email	Loveland/8th/Goat Trail Section	People drive too fast around the curves, up and over the curved and vertical hill at 11th. Would like neighborhood safe for walkers and cyclists.	Yes: 1/28/2016-2/12/2016	Yes	Traffic Enforcement, Neighborhoood Speed Watch Programs, Radar Trailer/Dolly	Yes: 5/16/16		Yes		

Traffic Calming Request #	Date of Request	Name of Requestor	Requested via	Address of Requestor	Location and Details	Traffic Study	Traffic Action Plan Completed	Suitable solutions	TAP sent to Requestor	If Follow Needed - Has Been Completed	Closed Out	Comments	Resident Feedback/Satisfaction with Solution
2015-010	9/1/2015	Mary Fruetel	Website Feeback	44th Ave W (76th St SW to 80th St SW)	Speeding has become a major quality of life problem.	Yes: 2/24/2016-3/7/2016	Yes	Traffic Enforcement, Neighborhood Speed Watch Programs, Radar Trailer/Dolly, Stationary Radar Sign	Yes: 5/16/16			Temporary Radar Sign has been installed with 2015-002 Request in the 8000 Block of 44th Ave. W. Will consider paint marking after speed study done after radar sign has been installed for at least 90 days.	<p>"The neighbors and I appreciate the new electronic speed signs on 44th!! It was SO needed!! I was out walking last night like I often do and started thinking about solutions for 80th and the speeding happening through our residential area. I am talking about thte road between the Speedway through to 44th. I see cars coming off the Speedway to avoid the traffic light that backs up near Taco Bell. With future development (Pacific Seafood) up on 44th, the residential road is bound to have more volume through our neighborhood! I was wondering if the City could have the speed limit posted ont he roadway with paint? Apparently, the posted signs at 25mph are NOT working!!"</p>
2015-011	9/14/2015	Marie Muckerman	Email to Colt	48th Ave W/71st Pl SW corner	People never stop for people at the cross walk, and drivers "zoom".	Yes: 7/16/2015-7/27/2015	Yes	Traffic Enforcement, Neighborhood Speed Watch Programs, Radar Trailer/Dolly, Stationary Radar Sign	Yes: 5/16/16			Temporary Radar Sign installed 2016 - Installed Rapid Flashing Beacons at crosswalk at Lumley and 70th St SW. 2017 Budget to install RFB's at 48th/71st	
2015-012	9/17/2015	Emory Cole	Email	Mukilteo Lane	Better control vehicle speed and improve safety if speed bumps were installed.	Yes: 3/29/2016 - 4/8/2016	Yes	Traffic Enforcement, Neighborhoood Speed Watch Programs, Radar Trailer/Dolly	Yes: 5/16/16		Yes		
2015-013	10/12/2015	Steve Conkle	Request for Action Form	1. Intersection of Central Dr & Chennault, down Central to sharp curve at 103rd Pl; 2. 5717 to 5927 Chennault Beach Dr; 3. Chennault Beach Road from HPB to Intersection of Central	High speeds, accelerating up and down hills. Limited sight distance, and rolling or ignoring stop signs at all intersections.	1. Yes: 4/13/2016 - 4/25/16	Yes	Traffic Enforcement, Neighborhood Speed Watch Programs, Radar Trailer/Dolly, Lane Striping	Yes: 6/27/16			Striping completed along Chennault Beach Road	
2015-014	11/30/2015	Michael Alfond	Request for Action Form	1. Mukilteo Lane - from West Mukilteo Blvd to 1st Street; 2. West Mukilteo Blvd heading to and from City of Everett between Leslie Lane & Upland Ave.	Speed excessively during evening commute hours and daylight hours on the weekend. Occassionally late at night or early morning hours.	1. Yes: 3/29/2016 - 4/8/2016 2. Yes: 6/2/2016 - 6/13/2016	Yes	Traffic Enforcement, Neighborhoood Speed Watch Programs, Radar Trailer/Dolly	Yes: 6/28/16		Yes		
2015-015	11/22/2015	Patrick Smith	Request for Action Form	10942 W Villa Monte Dr	Speed excessively up and down Harbour Heights Parkway.	Yes: 1/15/2016 - 1/26/2016	Yes	Traffic Enforcement, Neighborhood Speed Watch Programs, Radar Trailer/Dolly, Stationary Radar Sign	Yes: 6/27/16			Same location as 2015-008 for installation of Temporary Radar Sign when removed from other locations. Suggested work with neighbor who is gathering petitions for permanent radar sign for 2015-008.	<p>"Recently you sent me a letter in response to my concerns about speeding on the Mukilteo Boulevard near Cornelia Ave. I wanted to thank you for the follow-up, as well as thank the City for conducting the speed study. I am very excited and appreciative of the plan to install a flashing light at the crosswalk – this will be especially helpful in the coming months when the mornings get quite dark. I will review the education program options in the letter and decide on some form of action on my part to further raise awareness. Many thanks!"</p>
2016-001	2/25/2016	Garret Janney	Request for Action Form	927 Whittington Street	Mukilteo Boulevard (5th Street) and Cornelia - people do not yield to right of way pedestrians and morning commuters speed through this area	Yes: 6/14/2016 - 6/27/2016	Yes	Pedestrian Activated Crosswalk Flahsing Lights, Traffic Enforcement, Neighborhoood Speed Watch Programs, Radar Trailer/Dolly	Yes: 7/21/2016		Yes	Install Pedestrian Activated Crosswalk Flashing Lights on Mukilteo Boulevard at the Cornelia. Ordered equipment end of November 2016. Installed in January of 2017.	
2016-002	2/29/2016	David Pizzati	Request for Action Form	10230 48th Ave W	Approximate 200 feet between 10230 48th Ave W and 103rd PL SW - when backing out of driveway cars have almost hit them, typically 2 cars are parked on the east side of 48th Ave W.	Yes: 7/1/2016 - 7/11/2016	Yes	Vegetation Management, Neighborhood Speed Watch Programs, Radar Trailer/Dolly/Traffic Enformcement, Not backing out of driveway, no parking within 5 feet of driveway	Yes: 7/18/2016		Yes		

Traffic Calming Request #	Date of Request	Name of Requestor	Requested via	Address of Requestor	Location and Details	Traffic Study	Traffic Action Plan Completed	Suitable solutions	TAP sent to Requestor	If Follow Needed - Has Been Completed	Closed Out	Comments	Resident Feedback/Satisfaction with Solution
2016-003	3/1/2016	Brad Omlid	Request for Action Form	8106 53rd Ave W	No defined walkways, a lot of walkers, traffic noise, exessive speeds.	Yes: 7/26/2016 - 7/25/2016	Yes	Traffic Enforcement, Neighborhood Speed Watch Programs, Radar Trailer/Dolly	Yes: 9/28/2016		Yes		
2016-004	3/28/2016	Aaron Glenn	Request for Action Form	909 11th St	People speeding	Yes: 8/1/2016- 8/11/2016	Yes	Traffic Enforcement, Neighborhood Speed Watch Programs, Radar Trailer/Dolly	Yes: 9/29/2016		Yes		
2016-005	3/28/2016	Helen Russell	Request for Action Form	1104 Campbell Ave	People speeding on 11th	Yes: 8/1/2016- 8/11/2016	Yes	Traffic Enforcement, Neighborhood Speed Watch Programs, Radar Trailer/Dolly	Yes: 9/29/2016		Yes		
2016-006	5/23/2016	Kenneth W. Bell	Request for Action Form	8926 44th Ave W	During commute times cars speed up to 50 mph. Most exeed the speed limit on 44th Ave W.	Yes: 8/16/2016 - 8/26/2016							
2016-007	5/23/2016	Humberto & Laura Mejia Wolf	Request for Action Form	9004 44th Ave W	Cars are going so fast behind that when I turn on my blinker to pull into our drive, ars are on tail or pass. All times and all days on 44th Ave W and at stop sign on 88th.	Yes: 8/16/2016 - 8/26/2016							
2016-008	5/23/2016	Andrew Whalen	Request for Action Form	9000 44th Ave W	Noon - Evening everyday, speeding dogs (including mine) have been hit and killed, children are present on/near 44th Ave W.	Yes: 8/16/2016 - 8/26/2016							
2016-009	5/23/2016	Jesse LeClerc	Request for Action Form	9014 44th Ave W	At 5:00 pm cars speed on 44th Ave, and kids are in the street.	Yes: 8/16/2016 - 8/26/2016							