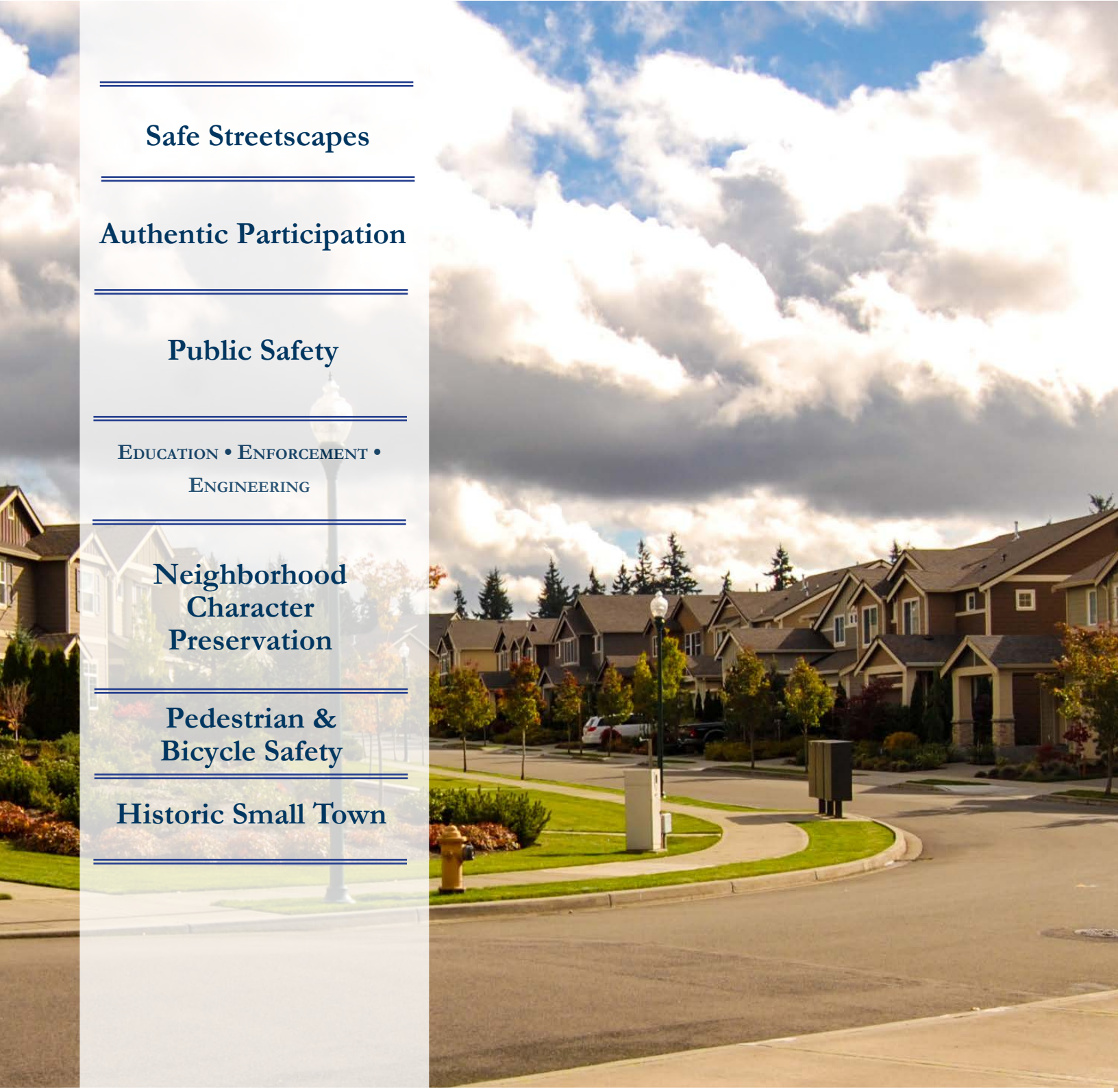


Safe Streetscapes

Authentic Participation

Public Safety

Education • Enforcement • Engineering

Neighborhood Character Preservation

Pedestrian & Bicycle Safety

Historic Small Town

CITY OF MUKILTEO

Traffic Calming Program

Adopted via Resolution 2015-07 in February 2015 Updated November 2021 & August 2023

INTRODUCTION & PROGRAM REQUIREMENTS

In February 2015, the Mukilteo City Council adopted the Traffic Calming Program via Resolution 2015-07 to establish a defined process for implementing educational, enforcement and engineering solutions to reduce traffic speeds in areas where excessive speeding and cut through traffic exists. The program's goals consist of:

- Slowing vehicles down in areas where excessive speeding and cut through traffic exist
- Following a defined process to handle traffic concerns
- Utilizing a combination of Education, Enforcement and Engineering tools to address traffic issues
- Engaging resident participation in implementing solutions
- Applying data-driven decision making to the process
- Ability to update the program administratively to adjust to changing technologies

Program Requirements:

- The Traffic Calming Program shall apply to streets with a 25-MPH or less posted speed limit.
- No new requests may be submitted for the same location until a 3-year waiting period has passed after a Traffic Action Plan has been implemented, and no further action is determined necessary as outlined in this plan. The Public Works Director may waive this requirement if new circumstances arise that warrant a reevaluation.
- Some resident participation is necessary for successful implementation of this program. Requestors should expect to participate throughout the process.
- The requestor shall live within the neighborhood for which the Request for Action form is submitted.

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.

For any questions regarding this program please contact:

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

425.263.8000 | PWEng@mukilteowa.gov
Or online at Fix It Public Works:
https://mukilteowa.gov/departments/public-works/service-requests/.

For more information on the program, or to view past traffic calming requests, please visit the Traffic Calming Program website at:
https://mukilteowa.gov/departments/public-works/transportation/traffic-calming/.

HOW THE TRAFFIC CALMING PROGRAM 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 by City staff. This plan is specifically tailored to your concern(s) 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.

THE THREE "E"'s

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 and divided into two tiers:

EDUCATION AND ENFORCEMENT (TIER 1):

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 traffic emphasis patrols, can also help to alleviate speeding concerns. All Education and Enforcement tools are Tier 1 measures.

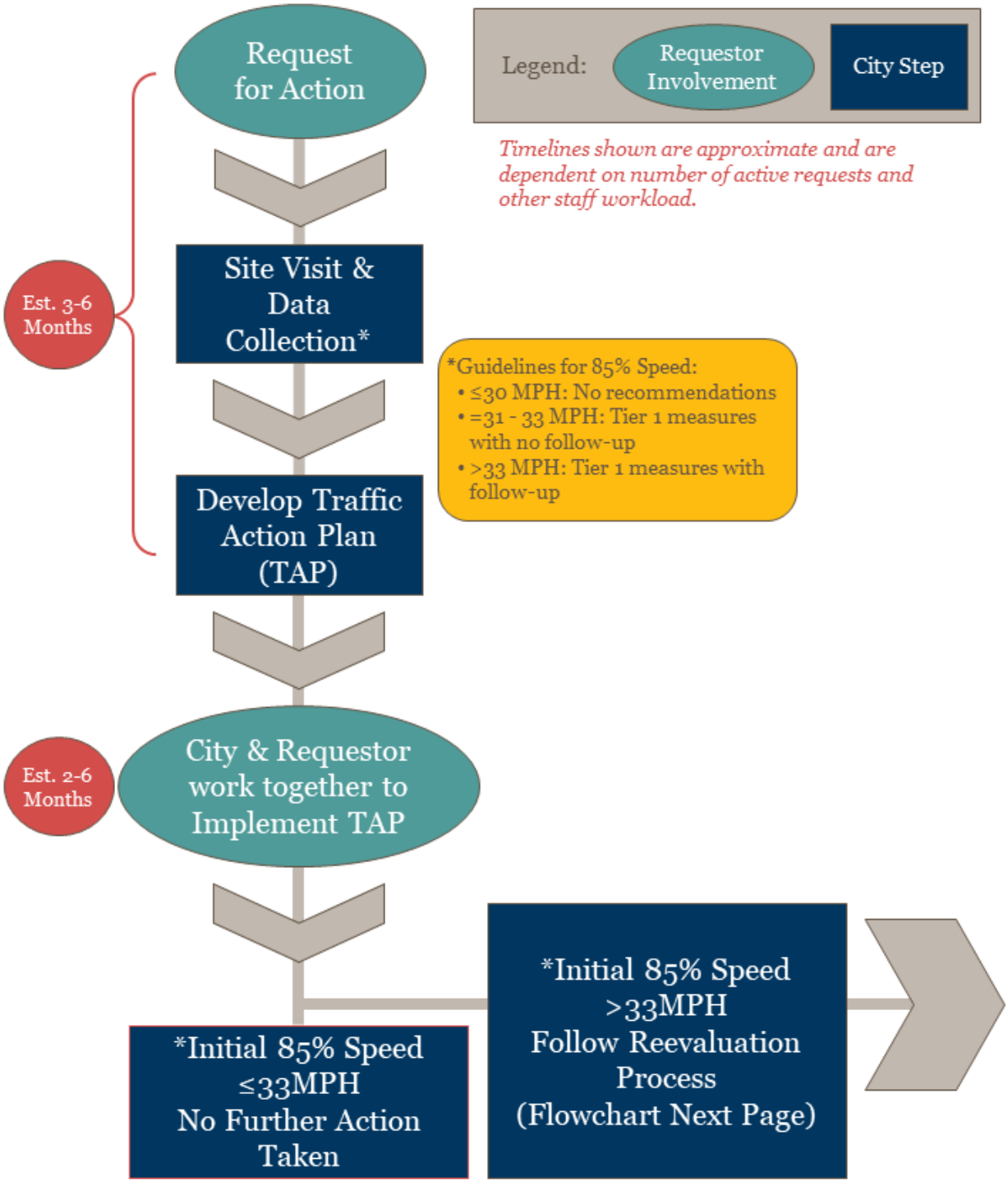
ENGINEERING - MODIFYING STREETSCAPE (TIER 1 & TIER 2):

Physically changing how the road looks – whether with signage, 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.

The Engineering – Modifying Streetscape tools have been divided into two tiers, depending on the cost and ease of implementation with the intent to address traffic concerns in a timely and cost-effective manner. Tier 1 measures can usually be implemented relatively quickly and at relatively low cost. Tier 2 measures typically require more complex engineering and/or site evaluations, public participation via a petition process, and cost more to implement. Tier 2 measures will be considered after implemented Tier 1 measures are unsuccessful at reducing speeds to acceptable levels.

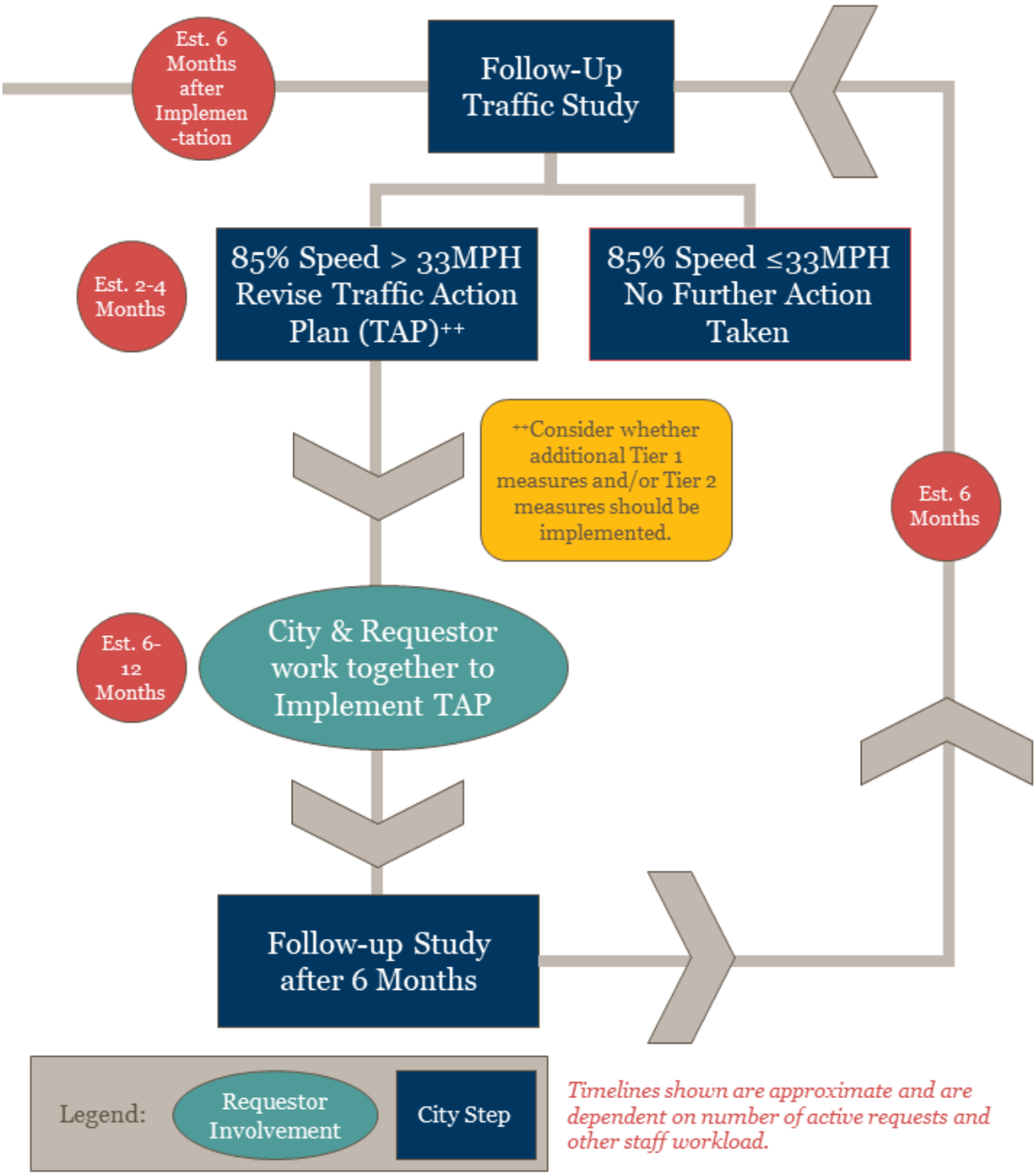
The flowchart on the next page outlines the process and approximate time frames for completing each step and when Tier 1 and Tier 2 measures will be considered.

TRAFFIC CALMING PROGRAM IMPLEMENTATION PROCESS



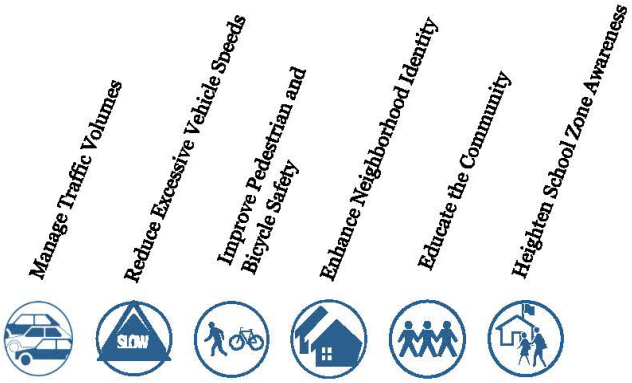
TRAFFIC CALMING PROGRAM REEVALUATION PROCESS

(Begin 6-months after Implementation Process is completed)



Timelines shown are approximate and are dependent on number of active requests and other staff workload.

TRAFFIC SAFETY TOOLKIT



Page	Education and Enforcement						
	TIER 1						
9	Neighborhood Traffic Safety Newsletters		•	•	•	•	
9	Trips to School			•		•	•
10	Radar Trailer/Dolly		•			•	
11	Volunteer Speed Watch Program		•			•	
11	Traffic Enforcement		•			•	
Page	**Engineering – Modifying Streetscape**						
	TIER 1						
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14	Sign Flags or Diamonds		•	•			•
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22	Radar Speed Sign		•				
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28	Raised Crosswalk	•	•	•			•
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30	Speed Humps	•	•				•
31	Chicanes/Slow Points	•	•				
32	Curb Extensions (Bulb Outs)		•	•			•
33	Partial Closure	•	•	•	•		
34	Full Closure	•	•	•	•		

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 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 identified in the Traffic Safety Toolkit, 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**.**

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 portion or all of a community. Through a petition process conducted by the requestor, 65% of residents must show support for the proposed action. City staff will provide a boundary map or list of addresses of the residents that will need to be canvased.

SCHOOL DISTRICT coordination 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 considerations may be evaluated to help to determine the appropriateness of the tool to be implemented:

- Is the street a school, bus, or transit route?
- Are there adjacent arterials (main roads) to divert traffic?
- Is the roadway grade (steepness) less than 8%?
- Are there horizontal or vertical curves (i.e. is the road winding or hilly)?
- 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?
- Do the streets have a high pedestrian usage?

TIER 1
EDUCATION AND ENFORCEMENT

EDUCATION & ENFORCEMENT
TIER 1

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 may 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.

APPROVAL REQUIREMENTS

None required.

TRIPS TO SCHOOL

The Trips to School program encourage 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, school 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.

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.

Public Works staff will place the radar trailer or dolly at locations recommended through the Traffic Calming Program. The radar trailer/dolly will be placed in each location for approximately two weeks at a time and will rotate to other locations throughout the City. The frequency of the trailer/dolly placement will depend on number of trailers available and number of locations utilizing this tool. Sites with higher vehicle speeds, a higher average daily traffic, and/or other traffic considerations may be prioritized above other locations and may have the trailer/dolly rotated through more frequently. The Police Department may use the trailer to emphasize speed limits and could 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) 263-8000, email PWEng@mukilteowa.gov, or complete a Fix It request at: https://mukilteowa.gov/departments/public-works/service-requests/.

APPROVAL REQUIREMENTS

None required.

TRAFFIC CONSIDERATIONS

- 85th Percentile Speed must exceed 25 MPH
- On street parking may need to be temporarily restricted
- Roadway must have adequate space to locate the radar trailer/dolly
- If adequate space does not exist, site may be a candidate for Temporary Radar Speed Sign

EDUCATION & ENFORCEMENT
TIER 1

VOLUNTEER SPEED WATCH PROGRAM

The Volunteer Speed Watch is a community awareness program that strives to solve speeding problems in neighborhoods. Police Department Volunteers monitor the speed of vehicles utilizing department radar equipment. The volunteers record the license plate numbers of those motorists driving at least 5 mph above the posted speed limit. An educational 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
The requestor provides feedback as to where and when speeding is frequently observed.

APPROVAL REQUIREMENTS
None required

TRAFFIC CONSIDERATIONS
- 85th Percentile Speed must exceed 30 MPH
- Roadway must have adequate space to accommodate a volunteer vehicle

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, and feedback provided by the requestor, 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 provides feedback as to where and when speeding is frequently observed.

APPROVAL REQUIREMENTS
None required

TRAFFIC CONSIDERATIONS
- 85th Percentile Speed must exceed 30 MPH
- Roadway must have adequate space to accommodate a police vehicle

TIER 1
ENGINEERING
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 sightlines 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.

APPROVAL REQUIREMENTS

Notification to adjacent property owners is needed prior to work taking place.

SIGN FLAGS OR DIAMONDS

Sign Flags are one or more red or orange flags installed at a 45-degree angle on top of speed limit or other regulatory or warning signs.

Sign Diamonds are one or more red or orange diamond-shape reflectors installed on top of speed limit or other regulatory or warning signs.

These tools may be beneficial in locations where the road's speed limit transitions from a higher to lower limit or in locations where increased visibility of a standard sign is desired.

Can also be use with: Signage

PUBLIC PARTICIPATION

The requestor should be proactive throughout the process of obtaining adjacent property owner support for the installation if required.

APPROVAL REQUIREMENTS

Notification may be needed if installed on an existing sign. Adjacent property support is preferred if installed in conjunction with a new sign.

TRAFFIC CONSIDERATIONS

- 85th Percentile Speed must exceed 30MPH
- Overuse of this tool may reduce its effectiveness

FLASHING LED SPEED LIMIT SIGNS

Flashing LED Speed Limit Signs are speed limit signs with LED lights around the sign border. The LED lights can be set to flash consistently, flash when vehicles are detected, or flash based on a time clock.

These signs may be beneficial in locations where the road's speed limit transitions from a higher to lower limit or in locations where increased visibility of a standard sign is desired.

These signs may be useful on darker roads and/or roads with higher traffic volumes.

PUBLIC PARTICIPATION

The requestor should be proactive throughout the process of obtaining adjacent property owner support for the installation.

APPROVAL REQUIREMENTS

Adjacent property support is necessary.

TRAFFIC CONSIDERATIONS

- 85th Percentile Speed must exceed 30MPH
- Consider impacts of the flashing lights on adjacent residents
- Overuse of these signs may reduce its effectiveness

"RESIDENTIAL AREA" SIGNS

"Residential Area" signs are blue and are intended to remind drivers they are entering or driving through a residential area. The sign can vary in design to promote a sense of community. It may have a supplemental plaque that states "Residential Area".

These signs are placed in areas where there needs to be a definition between a neighborhood and a commercial or business area and/or areas where drivers need to be reminded, they are entering a residential area.

Can also be use with: Neighborhood Entrance Signs.

PUBLIC PARTICIPATION

The requestor should be proactive throughout the process of obtaining adjacent property owner support for the installation if required.

APPROVAL REQUIREMENTS

Adjacent property support may be needed.

SIGNAGE

Periodic review of existing signage along a roadway is beneficial in ensuring adequate signage exists and is installed in a clear and concise manner. Installing additional traffic control signs or even increasing the size of existing signage can increase emphasis and improve recognition of roadway conditions. Eliminating non-essential and/or illegal signs, and relocating signs to provide better spacing, can also improve recognition and visibility of regulatory and warning signs.

Additional signs should be placed in locations where there currently isn't any signage to inform drivers of appropriate driving conditions. Oversized signs should be considered when an increased emphasis is necessary

Can also be use with: Sign Flags or Diamonds.

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

Notification and/or adjacent property support may be needed.

TRAFFIC CONSIDERATIONS

- Sites should be thoroughly evaluated before adding additional signs to prevent unnecessary distraction and confusion from too many signs.

LANE STRIPING

Lane striping helps to define the roadway alerting drivers, cyclists, and pedestrians to the correct travel lanes. Whether installed with paint or buttons, it can delineate parking areas, , 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. Community or neighborhood association participation may be necessary if majority neighborhood support is required.

APPROVAL REQUIREMENTS

Adjacent property and majority neighborhood support may be required as determined by Public Works Staff. If this tool is part of a neighborhood-wide plan or will impact on-street parking, the majority neighborhood support is needed. 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

- 85th Percentile Speed must exceed 30 mph
- Average daily traffic >300 vehicles
- Parking may be restricted

SPEED LIMIT PAVEMENT MARKINGS

The City uses pavement markings 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.

PUBLIC PARTICIPATION

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

APPROVAL REQUIREMENTS

Notification may be needed before speed limit pavement markings are installed.

TRAFFIC CONSIDERATIONS

- 85th Percentile Speed must exceed 30 mph
- May not be appropriate in areas with variable speeds such as school zones or advisory speed areas

TRANSVERSE RUMBLE STRIPS

Transverse rumble strips consist of intermittent narrow, transverse areas of rough-textured or slightly raised or depressed road surface that extend across the travel lanes to alert drivers to unusual vehicular traffic conditions. Through noise and vibration, they alert drivers of a need to slow down, stop, or be aware of upcoming changes in the roadway.

Image source: (https://walkableprinceton.files.wordpress.com/2016/08/img_2893.jpg)

Transverse rumble strips may be beneficial in locations where the road's speed limit transitions from a higher to lower limit.

PUBLIC PARTICIPATION

The requestor should be proactive throughout the process in assisting the City in obtaining support for the project. Community or neighborhood association participation may be necessary if majority neighborhood support is required.

APPROVAL REQUIREMENTS

Adjacent property support is needed. Majority neighborhood support is needed especially if part of a neighborhood-wide plan. 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 rumble strips installed.

TRAFFIC CONSIDERATIONS

- 85th Percentile Speed must exceed 30 mph
- Consider impacts from noise on adjacent residents
- Impacts to bicyclists should be considered

SCHOOL ZONE FLASHING BEACONS

To reinforce reduced speed limits near schools, the City installs 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: Radar speed 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. Adjacent property support may be needed.

TIER 2
ENGINEERING
MODIFYING STREETSCAPE

RADAR SPEED SIGN

Also referred to as "Your Speed Is" signs, radar speed 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. These signs may be installed where other physical traffic calming measures may not be feasible or appropriate.

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. Community or neighborhood association participation may be necessary if majority neighborhood support is required.

APPROVAL REQUIREMENTS

Adjacent property support is needed. Majority neighborhood support may be needed especially if part of a neighborhood-wide plan. Through a petition process conducted by the requestor sixty-five percent (65%) of residents must support the project for consideration of having the signs to be installed.

TRAFFIC CONSIDERATIONS

- 85th Percentile Speed must exceed 30 mph
- If located within a school zone install in conjunction with a school zone flashing beacon
- Should be placed where on-street parking is minimal

NEIGHBORHOOD ENTRANCE

A neighborhood entrance is a raised island in the center of or adjacent to 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.

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. Community or neighborhood association participation may be necessary to obtain majority neighborhood support.

APPROVAL REQUIREMENTS

Adjacent property support is needed. Majority neighborhood support is needed. 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

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.

Can also be used with: curb extensions, neighborhood entrances, speed cushions, speed humps.

PUBLIC PARTICIPATION

The requestor should be proactive throughout the process in assisting the City in obtaining support for the project. Community or neighborhood association participation may be necessary if majority neighborhood support is required.

APPROVAL REQUIREMENTS

Adjacent property support is needed. Majority neighborhood support may be needed especially if part of a neighborhood-wide plan. 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

- 85th Percentile Speed must exceed 33 mph in residential areas and near parks and exceed 30 mph in school zones
- Average daily traffic >300 vehicles
- Limited impact to emergency response vehicles, depending on location
- Should not be located where driveway access is affected
- Parking may be restricted

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.

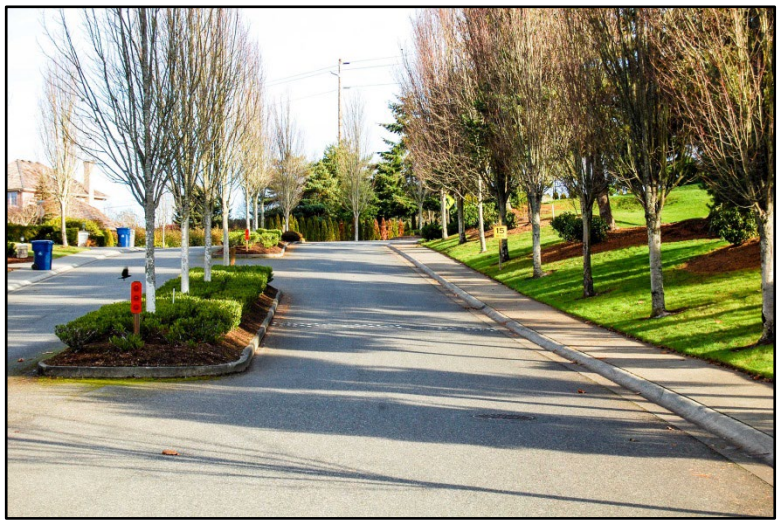


Photo from One Club House Lane Subdivision

PUBLIC PARTICIPATION

The requestor should be proactive throughout the process in assisting the City in obtaining support for the project. Community or neighborhood association participation may be necessary if majority neighborhood support is required.

APPROVAL REQUIREMENTS

Adjacent property support is needed. Majority neighborhood support may be needed especially if part of a neighborhood-wide plan. 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

- 85th Percentile Speed must exceed 33 mph in residential areas and near parks and exceed 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

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. Community or neighborhood association participation may be necessary if majority neighborhood support is required.

APPROVAL REQUIREMENTS

Adjacent property support is needed. Majority neighborhood support is needed especially if part of a neighborhood-wide plan. 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

- 85th Percentile Speed must exceed 33 mph in residential areas and near parks and exceed 30 mph in school zones
- Average daily traffic of 300-3500 vehicles
- Moderate impact to emergency response vehicles
- School bus or transit route

TRAFFIC CIRCLES

Traffic circles consist of a raised island located in the middle of an uncontrolled intersection. Unlike speed mounds which allow vehicles to pass over the raised pavement, traffic circles force drivers around the device. Typically, the raised island has plantings in the middle that can beautify the street and surrounding neighborhood. Traffic circles lower speeds at minor intersections and may be a good option for uncontrolled intersections.

http://www.seattle.gov/transportation/projects-and-programs/safety-first/traffic-operations/traffic-circles

Can also be used with: Neighborhood entrance

PUBLIC PARTICIPATION

The requestor should be proactive throughout the process in assisting the City in obtaining support for the project. Community or neighborhood association participation may be necessary if majority neighborhood support is required.

APPROVAL REQUIREMENTS

Adjacent property support is needed. Majority neighborhood support is needed especially if part of a neighborhood-wide plan. 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

- 85th Percentile Speed must exceed 33 mph in residential areas and near parks and exceed 30 mph in school zones
- Average daily traffic of 300-3500 vehicles
- Moderate impact to emergency response vehicles
- Available lane width and turning radius should be evaluated
- School bus or transit route

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 used with: Curb Extensions

PUBLIC PARTICIPATION

The requestor should be proactive throughout the process in assisting the City in obtaining support for the project. Community or neighborhood association participation may be necessary if majority neighborhood support is required.

APPROVAL REQUIREMENTS

Adjacent property support is needed. Majority neighborhood support is needed especially if part of a neighborhood-wide plan. 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

- 85th Percentile Speed must exceed 33 mph in residential areas and near parks and exceed 30 mph in school zones
- Average daily traffic of 300-3500 vehicles
- Should not be located where driveway access is affected
- Potential noise impacts from motorist traversing the raised crosswalk
- Consider impacts to bicycles

SPEED CUSHIONS (Preferred)

Speed cushions are different from speed humps in that they have gaps to allow for emergency vehicles to pass through with minimal delay. 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. Speed cushions will be the preferred choice over speed humps. Any road above a residential classification will utilize a speed cushion. Rubberized speed humps may be installed and tested for effectiveness before the installation of permanent asphalt speed cushions.

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. Community or neighborhood association participation may be necessary if majority neighborhood support is required.

APPROVAL REQUIREMENTS

Adjacent property support is needed. Majority neighborhood support is needed especially if part of a neighborhood-wide plan. 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

- 85th Percentile Speed must exceed 33 mph in residential areas and near parks and exceed 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

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-feet long (in the direction of travel) with a gentle raise to 3-inches at the center and the other a 22-feet long design that is 3-inches in height, with a 10-foot flat top. The latter design is used for raised crosswalks and in areas with transit and higher traffic volumes. The installation of a speed cushion is preferred over the installation of speed hump. Rubberized speed humps may be installed and tested for effectiveness before the installation of permanent asphalt speed humps.

PUBLIC PARTICIPATION

The requestor should be proactive throughout the process in assisting the City in obtaining support for the project. Community or neighborhood association participation may be necessary if majority neighborhood support is required.

APPROVAL REQUIREMENTS

Adjacent property support is needed. Majority neighborhood support is needed especially if part of a neighborhood-wide plan. 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

- 85th Percentile Speed must exceed 33 mph in residential areas and near parks and exceed 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

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. Community or neighborhood association participation may be necessary if majority neighborhood support is required.

APPROVAL REQUIREMENTS

Adjacent property support is needed. Majority neighborhood support is needed especially if part of a neighborhood-wide plan. 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 of 300-6500 vehicles
- 85th Percentile Speed must exceed 33 mph in residential areas and near parks and exceed 30 mph in school zones
- Moderate impact to emergency response
- On street parking may need to be restricted

CURB EXTENSIONS (BULB OUTS)

Curb extensions narrow the roadway by extending the curb toward the center of the street helping to reduce vehicle speeds. Curb extensions 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.

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. Community or neighborhood association participation may be necessary if majority neighborhood support is required.

APPROVAL REQUIREMENTS

Adjacent property support is needed. Majority neighborhood support may be needed especially if part of a neighborhood-wide plan. 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.

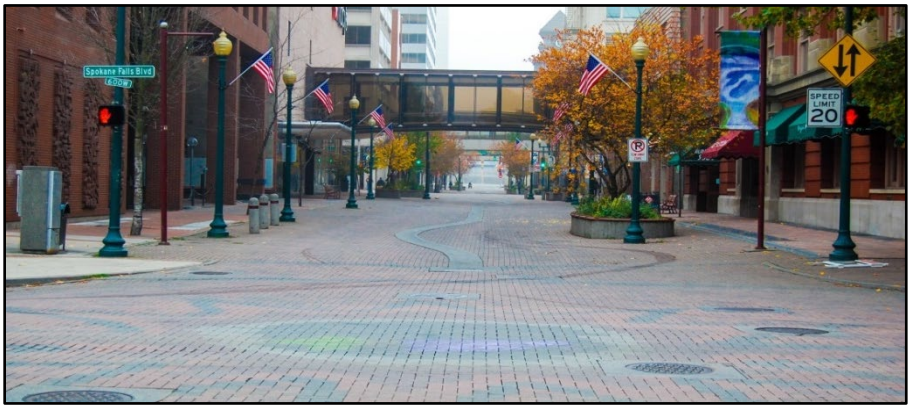
TRAFFIC CONSIDERATIONS

- 85th Percentile Speed must exceed 33 mph in residential areas and near parks and exceed 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

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. Community or neighborhood association participation may be necessary if majority neighborhood support is required.

APPROVAL REQUIREMENTS

Adjacent property support and majority neighborhood 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

- Average daily traffic <2000 vehicles
- 85th Percentile Speed must exceed 33 mph in residential areas and near parks and exceed 30 mph in school zones
- 20% of traffic during peak hour is cutting through the neighborhood to avoid adjacent arterial (main) streets (as determined by a traffic study)
- Significant impact to emergency response
- May restrict parking

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. Community or neighborhood association participation may be necessary if majority neighborhood support is required.

APPROVAL REQUIREMENTS

Adjacent property support and majority neighborhood 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

- 85th Percentile Speed must exceed 33 mph in residential areas and near parks and exceed 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 (main)streets (as determined by a traffic study)
- Significant impact to emergency response

PUBLIC PARTICIPATION SUMMARY

The table below summarizes the type of public participation, led by the requestor(s), that will be necessary in implementing the various traffic calming tools.

Page	Education and Enforcement	
	TIER 1	
9	Neighborhood Traffic Safety Newsletters	May provide content and help distribute
9	Trips to School	School volunteer or faculty member involvement
10	Radar Trailer/Dolly	Submits request to City
11	Volunteer Speed Watch Program	Provide feedback on where/when speeding is observed
11	Traffic Enforcement	Provide feedback on where/when speeding is observed

Page	Engineering – Modifying Streetscape	
	TIER 1	
13	Brush Trimming	Informs City of areas of concern
14	Sign Flags or Diamonds	Obtains adjacent property support if new sign is installed
14	Flashing LED Speed Limit Signs	Obtains adjacent property support
15	"Residential Area" Signs	Obtains adjacent property support if necessary
16	Signage	Obtains adjacent property support if necessary
17	Lane Striping	Obtains adjacent property and/or neighborhood support if necessary
18	Speed Limit Pavement Markings	Obtains adjacent property and/or neighborhood support if necessary
19	Transverse Rumble Strips	Obtains adjacent property and neighborhood support
20	School Zone Flashing Beacons	Works with school and obtains adjacent property support if necessary
	TIER 2	
22	Radar Speed Sign	Obtains adjacent property support and, if necessary, neighborhood support
23	Neighborhood Entrance Signs	Obtains adjacent property and neighborhood support
24	Medians	Obtains adjacent property support and, if necessary, neighborhood support
25	Speed Dots	Obtains adjacent property support and, if necessary, neighborhood support
26	Speed Mounds	Obtains adjacent property and neighborhood support
27	Traffic Circles	Obtains adjacent property and neighborhood support
28	Raised Crosswalk	Obtains adjacent property and neighborhood support
29	Speed Cushions	Obtains adjacent property and neighborhood support
30	Speed Humps	Obtains adjacent property and neighborhood support
31	Chicanes/Slow Points	Obtains adjacent property and neighborhood support
32	Curb Extensions (Bulb Outs)	Obtains adjacent property support and, if necessary, neighborhood support
33	Partial Closure	Obtains adjacent property and neighborhood support
34	Full Closure	Obtains adjacent property and neighborhood support

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.

What about "Children at Play" signs?

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.

Appendices

Appendices:

- **1 – Definitions**
- **2 – Request for Action Form**
- **3 – Sample Traffic Action Plan**
- **4 – Sample Adjacent Property Owner Support Petition**
- **5 – Sample Majority Neighborhood Support Petition**

APPENDIX 1 - DEFINITIONS

85th Percentile Speed – The speed at which 85 percent of vehicles travel at or below. (Example: if the 85th Percentile speed on a street is 32 miles per hour, that means 85% of vehicles are traveling at or below 32 miles per hour, and 15% of vehicles are traveling in excess of 32 miles per hour.)

Average Daily Traffic (ADT) – The average number of vehicles passing a specific point during a 24-hour period.

Manual on Uniform Traffic Control Devices (MUTCD) – A manual published by the Federal Highway Administration (FHWA) that defines national standards for the installation of traffic control devices on all public streets. (https://mutcd.fhwa.dot.gov/) Chapter 10.16 of the Mukilteo Municipal Code adopts the MUTCD for the regulation of traffic control devices of the City of Mukilteo.

Request for Action Form (RFA) – The form a Requestor fills out to initiate the traffic calming program process. Information collected on the form includes the Requestor's contact information and information about the traffic safety concern. See Appendix 2 for a sample RFA form.

Requestor – The person or persons that submits a Request for Action form to the City to initiate the traffic calming program process.

Traffic Action Plan (TAP) – The Traffic Action Plan is a document prepared for the Requestor by City Staff that summarizes results from a site-specific traffic study and includes recommendations for addressing a requestor's traffic concerns. After the TAP is prepared, the City and Requestor will work together to implement the recommendations.

Traffic Calming – A combination of measures that reduce the negative effects of motor vehicle use, alter driver behavior, and improve conditions for non-motorized street users. Traffic calming consists of physical design and other measures put in place on existing roads to reduce vehicle speeds and improve safety for pedestrians and cyclists.

Traffic Study – Traffic Studies analyze traffic characteristics of roads. Data collected in a traffic study may include elements such as traffic volumes, traffic speeds, amount of "cut through" traffic, lane width, roadway geometry, etc. This data is used to help determine which tools in the Traffic Calming Program may be appropriate for addressing traffic safety concerns.

TRAFFIC CALMING PROGRAM

CITY OF MUKILTEO
Public Works Department

REQUEST FOR ACTION

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 PWEng@mukilteowa.gov , or drop off at City Hall at the above address.

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:_____

Address: _____

Email Address: _____ Phone: _____

Are any of your neighbors submitting with you? If yes, please provide their contact information:
Name:_____ Email : _____Phone: _____

Name:_____ Email : _____Phone: _____

Name:_____ Email : _____Phone: _____

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

_____

What are your specific concerns about the above location? _____

_____

_____

What time(s) of day you notice the problem to be at its worst? _____

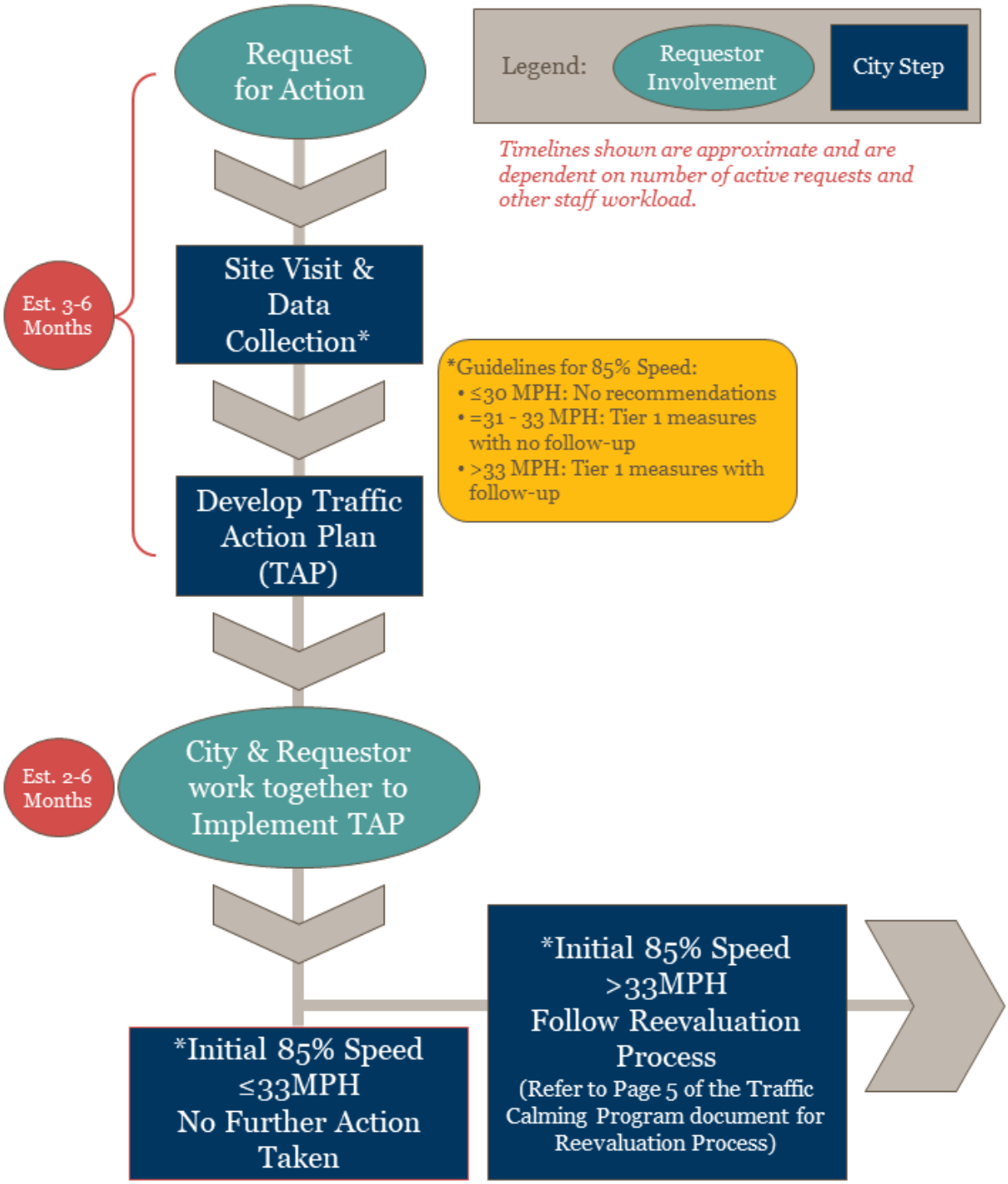
What day(s) of the week you notice the problem to be at its worst? _____

_____

These requests will be reviewed in the order received and a Traffic Action Plan (TAP) developed and returned to you. Please note approximate the timelines shown in the Implementation Process flowchart shown on the next page. Timelines are approximate and are dependent on workload.

Thank you for taking the time to fill out a Request for Action. For more information on the City's Traffic Calming Program, please visit https://mukilteowa.gov/departments/public-works/transportation/traffic-calming/.

TRAFFIC CALMING PROGRAM IMPLEMENTATION PROCESS



Traffic Action Plan

City of Mukilteo Traffic Calming Program

June 11, 2021

[redacted]
Mukilteo, WA 98275

Re: Speeding Concerns on 88th St SW

Dear [redacted]

Thank you for contacting the City of Mukilteo and sharing your concerns with v hicle peeds on 88th St SW. We have completed a field review and data analysis and compiled this informati n into his Ti affi Action Plan (TAP), as well as our recommendations.

A speed study was conducted on the stretch of 88th St SW between R 525 and 44th Ave W. The location was selected to capture the highest speeds possible based on the information yo provided in the Request for Action form. The speed study began on April 26, 2021 and ended on May 10, 2021. The study hows 85% of motorists are traveling at or below 33.0 mph in the eastbound direction and at or below 32.0 mph i the westbound direction. The average daily traffic traveling in the eastbound direction was 271 vehicles, and 1 1 veh les traveling in the westbound direction during the 14 day speed study.

One of the pieces of information that is used in th City s traffic calming program is 85th percentile speeds. The 85th percentile speed is the speed at which 85% of the tra eling peed is traveling at or below. This speed is important because it is the speed that the nationally rec gnized M nual for Uniform Traffic Control Devices recommends be used for setting speed limits. Based off the 85th perc ntile speed and traffic volumes shown in the traffic study, the City has prepared a Traffic Action Plan.

- The Police Department has added th s location to the extra patrol list for additional traffic emphasis patrols.
- The City will install speed limit pavement markings on 88th St SW this Summer.
- Additional traffic calming measures are suggested on page 3 which the neighborhood is encouraged to participate in.

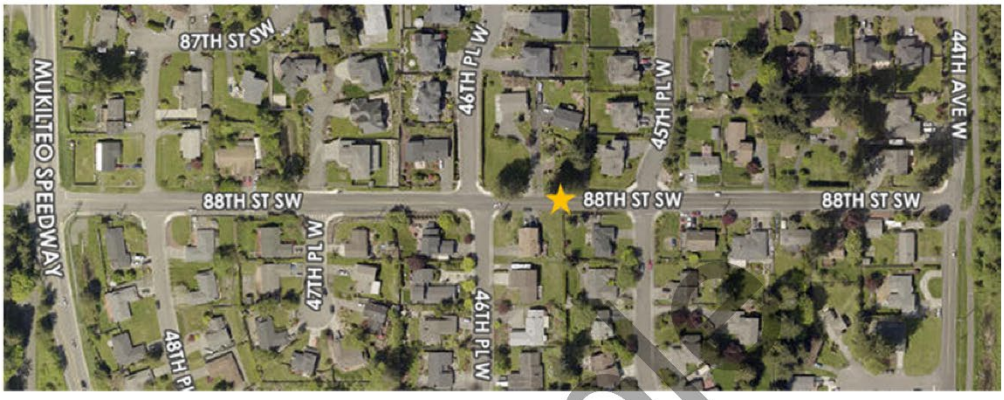
Again, thank you for sharing your concerns with us. We look forward to working with you and your neighbors on the programs suggested to address your traffic concerns. Please feel free to contact [redacted] [redacted]@mukilteowa.gov or 425.263.[redacted] regarding any of the information in this TAP.

Sincerely,

[redacted]
Director of Public Works/City Engineer

[redacted]
Police Chief

Location of Speed Study



Summary of Findings

Date	Location	Average Daily Traffic	Average Speeds	85% of vehicles traveling at or below this speed
April 26 - May 10, 2021	88th St SW Eastbound	271	27 MPH	33 MPH
April 26 - May 10, 2021	88th St SW Westbound	151	27 MPH	32 MPH
April 26 - May 10, 2021	88th St SW Combined	423	27 MPH	32 MPH

Customized Traffic Action Plan for 88th St SW

Education, Encouragement, and Enforcement

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

Speed Limit Pavement Markings

The City uses pavement markings noting the posted speed limit at locations where drivers may need to be reminded of the posted speed limit. The pavement markings are typically 8 feet long.

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 can monitor the actual speed of vehicles with radar equipment on loan from the Police Department. 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.

City of Mukilteo Block Watch

Police volunteers are also trained to utilize portable radar equipment where they can 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.

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.

My Action Plan for 88th St SW

Are you feeling inspired to take action to address the traffic concerns for 88th St SW?

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

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

Email the Crime Prevention Volunteers to conduct neighborhood speed watches at crimeprevention@mukilteowa.gov.

☐ Radar Trailer/Dolly—I am willing for it to be placed in my driveway.

To request a radar speed trailer to be placed at a particular location, email PWEng@mukilteowa.gov, call 425.263.8000, or complete a Fix It request online at: https://mukilteowa.gov/departments/public-works/service-requests/.

Notes:

_____

_____

_____

_____

_____

_____

_____

_____

_____

_____

APPENDIX 4 – SAMPLE
ADJACENT PROPERTY OWNER SUPPORT PETITION

CITY OF MUKILTEO

September 2021

TRAFFIC CALMING DEVICE AGREEMENT

The City of Mukilteo received a request for traffic calming on Chennault Beach Rd, Chennault Beach Dr. and Central Dr. The City takes an incremental approach in applying traffic calming devices, choosing the most appropriate measure from the traffic calming 'toolbox', implementing it and evaluating the effectiveness. Over the years a number of traffic calming tools have been implemented on Chennault Beach Rd, narrowing of the travel lanes with striping, installation of pavement markings indicating the 25 mph speed limit, and neighborhood safety signs. Follow-up studies indicate that speeding is still occurring.

The City is proposing the installation of "Your Speed Is" radar signs on Chennault Beach Dr, Chennault Beach Dr and Central Dr. **Proposed locations on Chennault Beach Dr are shown as yellow suns on the attached map.**

Because these devices can have an impact on nearby properties, the following documents showing support of the proposed installation are required:

- **a petition indicating support by homeowners of 65% or more of the affected area**
- **documented agreement from homeowners of the properties immediately adjacent to the proposed locations**

THE AGREEMENT PROCESS

Property owners immediately adjacent to the proposed installations, shown on the map, should be contacted by the stakeholder(s) or liaison and given an opportunity to sign this agreement indicating a support / oppose response to traffic calming.

Return completed agreements to:

City of Mukilteo Public Works, 11930 Cyrus Way, Mukilteo, WA 98725

ALL AGREEMENTS MUST BE SUBMITTED ON OFFICAL PREPRINTED FORMS

APPENDIX 4 – SAMPLE
ADJACENT PROPERTY OWNER SUPPORT PETITION

CITY OF MUKILTEO

September 2021

Agreement for installation of **"Your Speed Is" radar signs on Chennault Beach Dr. within the City Right of Way adjacent to your property, at the approximate location shown with yellow suns on the attached map.**

"Your Speed Is Signs" are solar powered devices that indicate travel speeds of approaching vehicles with blinking yellow numbers. They will be located to minimize visual impact to the adjacent properties.

The image to the left is an example of a Your Speed Sign, the actual installation may vary slightly.

The undersigned property owners understand the purpose of this agreement and hereby support / oppose, as indicated herein, the proposal being presented. It is further understood that an agreement by the homeowner combined with acceptance of 65% or more of property owners in the affected area on this petition, indicated by the number of "yes" votes, signifies approval for the City of Mukilteo to install the signs.

Please circle your opinion in the statement below.	Name	Address
I support / oppose the installation of radar feedback signs on Chennault Beach Dr at the locations shown on the map.	[redacted]	[redacted]
Email address or phone number	Signature	Date

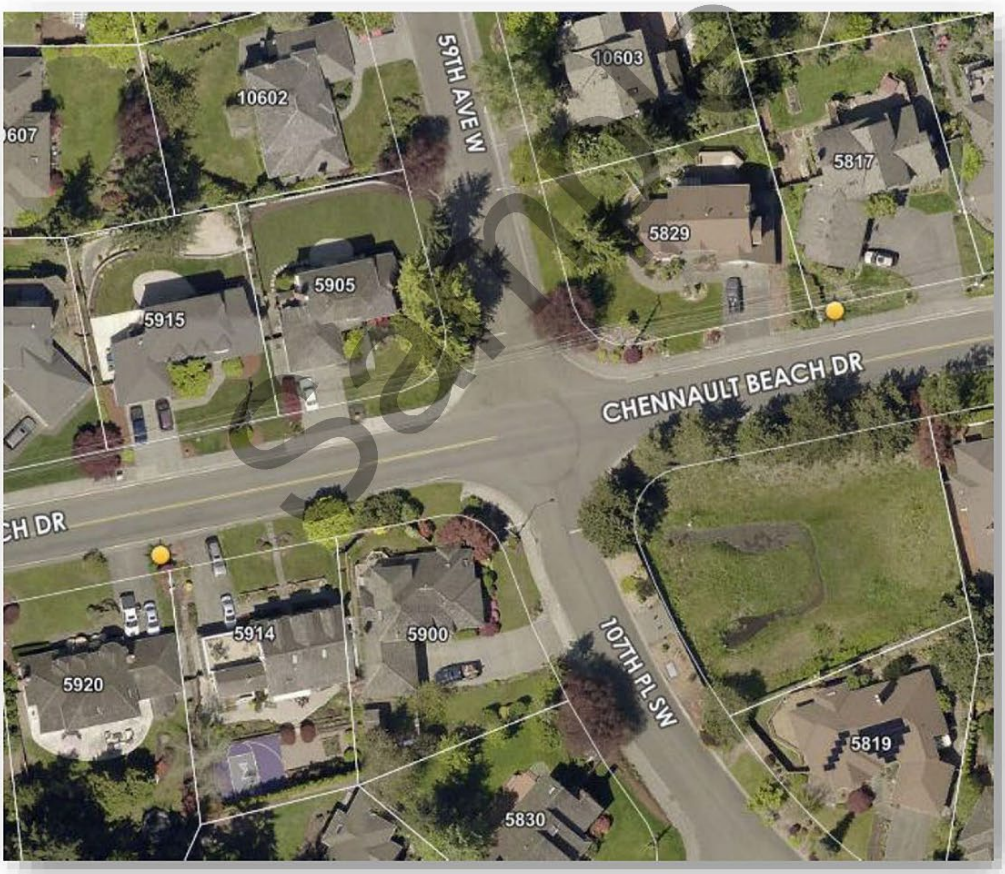
Please circle your opinion in the statement below.	Name	Address
I support / oppose the installation of radar feedback signs on Chennault Beach Dr at the locations shown on the map.	[redacted]	[redacted]
Email address or phone number	Signature	Date

APPENDIX 4 – SAMPLE
ADJACENT PROPERTY OWNER SUPPORT PETITION

CITY OF MUKILTEO

September 2021

Please circle your opinion in the statement below.	Name	Address
I support / oppose the installation of radar feedback signs on Chennault Beach Dr at the locations shown on the map.	[redacted]	[redacted]
Email address or phone number	Signature	Date



APPENDIX 5 – SAMPLE
MAJORITY NEIGHBORHOOD SUPPORT PETITION

CITY OF MUKILTEO

September 2021

TRAFFIC CALMING DEVICE PETITION AND COVER LETTER

The City of Mukilteo received a request for traffic calming on Chennault Beach Rd, Chennault Beach Dr. and Central Dr. The City takes an incremental approach in applying traffic calming devices, choosing the most appropriate measure from the traffic calming 'toolbox', implementing it and evaluating the effectiveness. Over the years a number of traffic calming tools have been implemented on Chennault Beach Rd; narrowing of the travel lanes with striping, installation of 25-mph speed limit pavement markings, and neighborhood safety signs. Follow-up studies indicate that speeding is still occurring.

The City is proposing the installation of 6 "Your Speed Is" radar signs on Chennault Beach Rd, Chennault Beach Dr. and Central Dr. at the approximate locations shown on the attached maps.

Because these devices can have an impact on nearby properties, the following documents showing support of the proposed installation are required:

- **a petition indicating support by homeowners of 65% or more of the affected area**
- **documented support from homeowners of the properties immediately adjacent to the proposed locations**

THE PETITION PROCESS

All potentially affected property owners, as listed on the petition forms in the Appendix, should be contacted by the liaison, and given an opportunity to sign the petition indicating a support or opposition response to this installation. A list of properties and the property owners as listed by the Snohomish County Assessor's office is provided on the petition forms. The determining percentage will be calculated based on individual lots where owners sign affirmatively, divided by the total number of lots in the Affected Area.

An indication of support or opposition can NOT be changed, removed, or altered after the petition has been received or stamped by the City Public Works Department.

The responses will be evaluated for each individual proposed location.

Return completed petitions to:

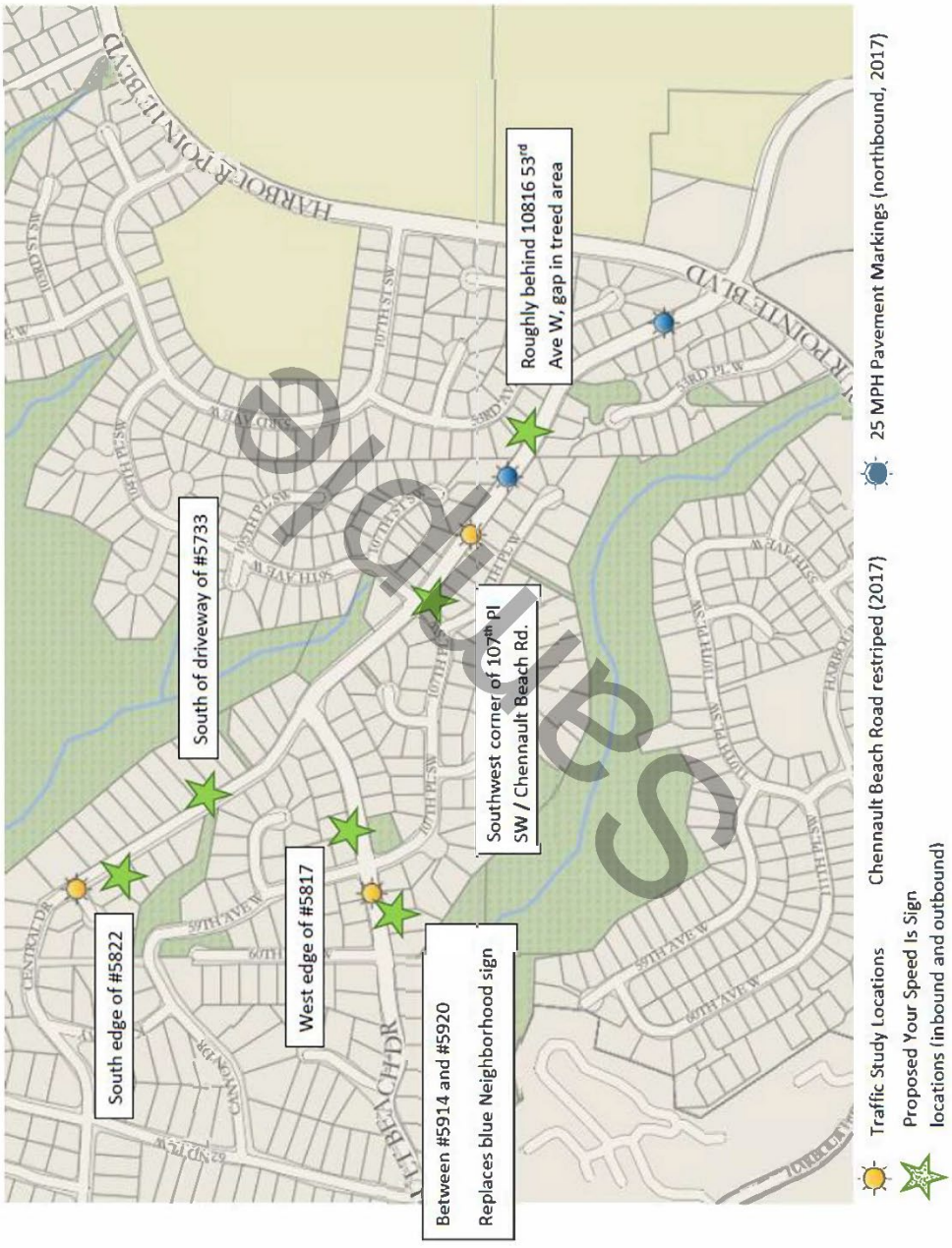
City of Mukilteo Public Works, 11930 Cyrus Way, Mukilteo, WA 98725

ALL PETITIONS MUST BE SUBMITTED ON OFFICAL PREPRINTED FORMS

Chennault Beach Dr / Chennault Beach Rd / Central Dr.: "Your Speed Is" Sign petition cover letter Page 1 of 8

CITY OF MUKILTEO

September 2021



Chennault Beach Dr / Chennault Beach Rd / Central Dr.: "Your Speed Is" Sign petition cover letter
Page 2 of 8

CITY OF MUKILTEO

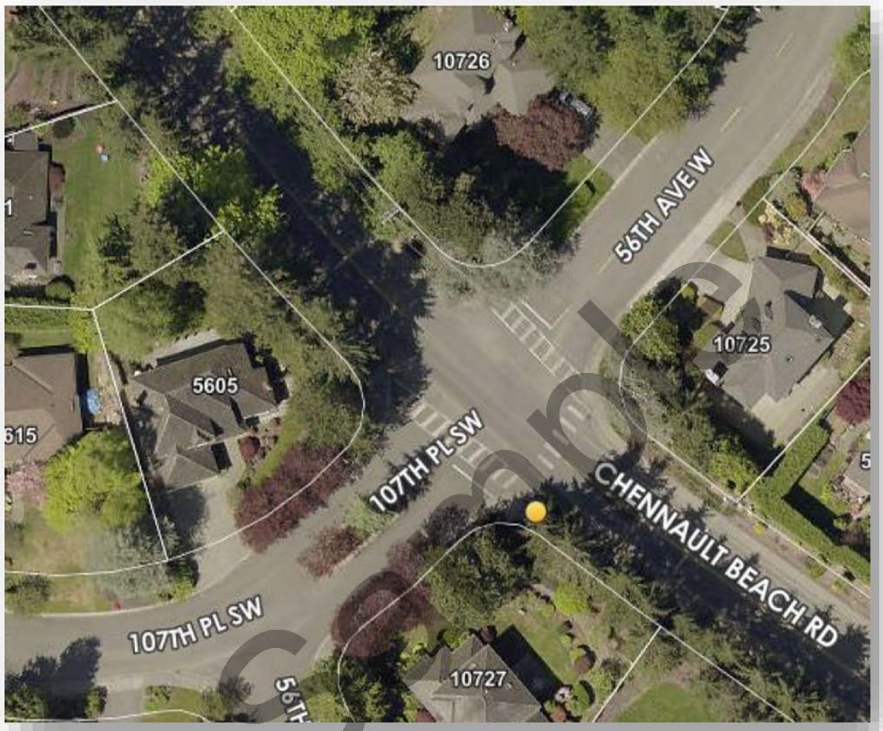
September 2021

Site 1: Chennault Beach Rd, southern location – Proposed "Your Speed Is" sign (shown as yellow sun) with properties that may see some light from the speed indicator.

CITY OF MUKILTEO

September 2021

Site 2: Chennault Beach Rd, northern location – Proposed "Your Speed Is" sign (shown as yellow sun) with properties that may see some light from the speed indicator.



CITY OF MUKILTEO

September 2021

Site 3: Central Dr., northern location – Proposed "Your Speed Is" sign (shown as yellow sun) with properties that may see some light from the speed indicator.

CITY OF MUKILTEO

September 2021

Site 4: Central Dr., southern location – Proposed "Your Speed Is" sign (shown as yellow sun) with properties that may see some light from the speed indicator.

APPENDIX 5 – SAMPLE
MAJORITY NEIGHBORHOOD SUPPORT PETITION

CITY OF MUKILTEO

September 2021

Site 5: Chennault Beach Dr., eastern location – Proposed "Your Speed Is" sign (shown as yellow sun) with properties that may see some light from the speed indicator.

Chennault Beach Dr / Chennault Beach Rd / Central Dr.: "Your Speed Is" Sign petition cover letter

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CITY OF MUKILTEO

September 2021

Site 6: Chennault Beach Dr., western location – Proposed "Your Speed Is" sign (shown as yellow sun) with properties that may see some light from the speed indicator.

APPENDIX 5 – SAMPLE
MAJORITY NEIGHBORHOOD SUPPORT PETITION

City of Mukilteo Traffic Calming Device Petition

September 2021

Petition to determine neighborhood support / opposition of the installation of radar feedback signs on Chennault Beach Rd at the approximate location shown on the attached map .
The undersigned property owners understand the purpose of this petition and hereby accept or reject, as indicated herein, the proposal being presented. It is further understood that an acceptance of 65% or more of property owners in the affected area on this petition, indicated by the number of owners in support, signifies approval for the City of Mukilteo to implement the proposed measure.

No.	Please circle your opinion in the statement below	Name	Address	Email address or phone number	Signature(s)	Date
1	I support / oppose the installation of radar feedback signs on Chennault Beach Rd at the locations shown on the map.					
2	I support / oppose the installation of radar feedback signs on Chennault Beach Rd at the locations shown on the map.					
3	I support / oppose the installation of radar feedback signs on Chennault Beach Rd at the locations shown on the map.					
4	I support / oppose the installation of radar feedback signs on Chennault Beach Rd at the locations shown on the map.					
5	I support / oppose the installation of radar feedback signs on Chennault Beach Rd at the locations shown on the map.					
6	I support / oppose the installation of radar feedback signs on Chennault Beach Rd at the locations shown on the map.					
7	I support / oppose the installation of radar feedback signs on Chennault Beach Rd at the locations shown on the map.					
8	I support / oppose the installation of radar feedback signs on Chennault Beach Rd at the locations shown on the map.					