

# **City of Marysville**

## **Traffic Safety Committee**

### **Neighborhood Traffic Safety (NTS) Program**

Existing residential neighborhoods in the City of Marysville may be considered for the Neighborhood Traffic Safety (NTS) program in order to control traffic speeds, reduce cut-through traffic and improve documented pedestrian and vehicular safety issues. The NTS program should not be confused with other City processes required of new subdivisions or commercial developments. The NTS program consists of three components (the three E's): 1) Education, 2) Enforcement, and 3) Engineering:

#### **I) Education:**

The education component is intended to increase neighborhood awareness of local speeding and traffic safety related issues. In many cases, a handful of offenders are known to the neighborhood and could use a reminder to change their driving behavior. A neighborhood group could use the following tools:

- Include a general article in your homeowner association's (HOA) and/or local school newsletters to remind residents about the importance of obeying speed limits and roadway laws, and to warn residents to be on the watch for speeding traffic. In many cases, the driver is unintentionally speeding and a friendly reminder would be effective.
- Form a speed watch group to document incidents of speeding. Be sure to include any vehicle information: colors, makes, models, license numbers, and the dates and times they pass through a specific location. This information, when compiled for several weeks, should then be submitted to a neighborhood selected speed watch program manager. Several reports of speeding from the same vehicle within a predictable daily timeframe should then be reported to the Police Department for evaluation of emphasis patrol enforcement at target locations at specific times.

Placement of a portable speed radar trailer (speed reader board) in your neighborhood by the Police department shall be at the discretion of the Police Department based upon availability and the evaluation of a submitted NTS Petition. Depending on the location and driver population, this device may change driver behavior for an indefinite time period. Placement is subject to ability to safely place the device along the roadway and may not be authorized due to history of vandalism of the portable speed radar trailers.

All citizens and/or neighborhoods with neighborhood traffic safety concerns are encouraged to take part in the education component of the NTS Program.

#### **II) Enforcement:**

The second component of the NTS program is special police enforcement. It may take some drivers a more drastic method (speeding tickets) to change their driving behavior. Enforcement is ultimately at the discretion of the Police Department and based upon availability of officers.

Some neighborhoods, at the discretion of the Police Department, may benefit from the enforcement component without meeting the criteria for the engineering component. All projects meeting the criteria for the engineering component should be assessed for enforcement while awaiting installation of traffic calming devices through the engineering component.

### III) Engineering:

Citizens that have any questions regarding the NTS program may call the Public Works Department at (360) 363-8100 or contact the City Traffic Engineering Manager at [jhannahs@marysvillewa.gov](mailto:jhannahs@marysvillewa.gov) or 360-363-8287. The NTS program allows the installation of traffic calming devices such as traffic circles, speed tables, raised crosswalks, median islands, chicanes, or other approved devices. These devices shall only be installed when the following general conditions and criteria are met:

#### A- General Conditions:

1. The proposed devices shall only be installed on residential streets with a posted speed limit of 25 mph or less.
2. No devices shall be installed within 500 feet of a traffic signal or 200 feet of a stop sign as measured along the major roadway movement. Exceptions would be for installation of traffic circles at intersections with existing stop signs.
3. For vertical deflection devices, no adverse street characteristics exist, such as steep grades in excess of 8%. In all cases, sight distance standards must be met.
4. Storm drainage problems created by the installation of the proposed devices can be adequately addressed.
5. Monuments and utility components such as valves, catch basins and junction boxes may need to be raised however shall not be relocated for a neighborhood traffic safety project.
6. The City will not fund the installation of traffic calming devices in cul-de-sacs that are less than 600 feet long.
7. Spacing of traffic calming devices shall be no closer than 300 feet and a minimum of two (2) devices shall be required per neighborhood project. (Installation of standalone traffic calming devices does not typically provide desired speed reduction.)

#### B- Installation Process and Criteria

- 1) To be considered for the installation of traffic calming devices, a City prepared or approved petition must be submitted to the City Traffic Engineering Manager. The petition must be signed by owners or residents representing at least ten different parcels within the affected area specifying the problem's nature and exact project street and limits.

Petitions for proposals that were not successfully implemented due to failure to meet the NTS criteria or failure to pass a ballot proposal in previous attempts will only be considered in the following instances:

- a. The proposal was not implemented due to budgetary constraints and the criteria continue to be met; or
  - b. As determined by the City Traffic Engineering Manager, traffic conditions have changed due to roadway improvements or land use changes; or
  - c. At least 36 months has passed since the failure of a previous attempt.
- 2) A traffic study will then be conducted to see if the program technical criteria (severity score) is met. The City considers five criteria to qualify a street for traffic calming devices:
    - a) Majority Speed: The 85<sup>th</sup> percentile speed averaged for both directions. (0-3 points)

- b) Excessive Speeders: The percentage of drivers traveling greater than 10 mph over the posted speed limit. (0-3 points)
- c) Volume: The Average Daily Traffic total of both directions. (0-3 points)
- d) Location: Half a point is given for streets fronting parks, schools, or designated school crossings. (0-0.5 points)
- e) Collisions: A five-year reported collision history (frequency and severity) is investigated for collisions that may be correctable by traffic calming devices. (0-3 points)

The total severity score is added for each category for a maximum 12.5 points. A five point minimum severity score is needed to continue with the program regardless of which category the points were collected:

**Table 1  
Residential Street NTS Criteria**

<u>Point Scale</u>	<u>85th Percentile Speed</u>	<u>Excessive Speed (%)</u>	<u>Average Daily Traffic (ADT)</u>	<u>Location Adjacent to School/Park</u>	<u>5-Year Collision History</u>
<u>0</u>	<u>0 - 25</u>	0-3	<u>0 - 500</u>	<u>No</u>	<u>1</u>
<u>0.5</u>	<u>26 - 27</u>	3.1-5	<u>501 - 1000</u>	<u>Yes</u>	<u>2</u>
<u>1</u>	<u>28 - 29</u>	5.1-7	1001-1500	-	<u>3</u>
<u>1.5</u>	<u>30 - 31</u>	7.1-9	1501-2000	-	<u>4</u>
<u>2</u>	<u>32 - 33</u>	9.1-11	2001-2500	-	<u>5</u>
<u>2.5</u>	<u>34 - 35</u>	11.1-13	2501-3000	-	<u>6</u>
<u>3</u>	<u>36+</u>	13+	<u>3,001+</u>	-	<u>7+</u>

- 3) If a project does not meet the 5-point minimum severity score, the contact petitioner is informed about the study results and is asked to inform those who signed the petition of the results. In such a case, additional education and enforcement may be the proposed solution.

Projects which do not meet the 5-point minimum severity score may at the discretion of the City Traffic Engineering Manager and the Police Department warrant educational components such as placement of portable speed radar trailers or Police Enforcement. Roadway signing and/or pavement marking changes may also be deemed as necessary by the City Traffic Engineering Manager, regardless of the severity score.

- 4) If the project meets the above criteria, the City Traffic Engineering Manager, City Engineer and Public Works Director will develop a project engineering solution to be presented to the neighborhood for online balloting.

Projects shall be developed by the Traffic Engineering Manager, City Engineer and Public Works Director based upon the below guidelines and policies:

- 1. City of Marysville policy does not allow the installation of new speed humps upon City streets due to concerns with emergency vehicle access and delay.
- 2. The primary traffic calming device for consideration shall be neighborhood traffic circles located at existing intersections.
- 3. Only when streets do not have intersections or the neighborhood intersections are not feasible for traffic circle installation shall other traffic calming devices be considered.

4. Speed tables are not as effective as desired when drivers have the ability to drive around them, rather than over. Speed tables should not be extended over walkable shoulders, therefore, speed tables are discouraged at such locations unless significant barriers exist outside of the roadway.
5. Median islands shall only be considered upon streets with curb and gutter on both sides of the roadway.

- 5) Balloting shall be performed by the following method:

A mailing will be sent to all properties abutting the streets and within 600 feet (measured along street centerlines) of the proposed project location advising of an online balloting process with project information. Also included in the mailing and balloting are properties where traffic calming devices would be located along all or their sole access route(s) as determined by the Traffic Engineering Manager. Only one ballot will be allowed per housing unit address and may include both an owner and renter. A super majority (more than 60%) of returned ballots is necessary to carry the project forward to the Traffic Safety Committee for final approval. The ballots are only utilized to measure neighborhood project support and are advisory to the City Public Works Department who may modify the proposal at the discretion of the City Traffic Engineering manager, City Engineer and Public Works Director.

- 6) The ballot results will be posted online upon the City Public Works Traffic Engineering webpage and the contact petitioner will be informed of the results.
- 7) If a project's severity score is at least 10 points, the Traffic Engineering Manager, City Engineer and Public Works Director may develop a proposal with or without citizen input and the balloting process may be bypassed.

A high severity score may also indicate that the designated speed limit for the roadway should be reevaluated, especially in cases where traffic calming and roadway modifications have proven ineffective. In cases where multiple traffic calming and safety projects have failed to yield desired results, the Public Works Department may raise the roadway speed limit by five (5) miles per hour.

- 8) If the ballot measure fails, a three-year waiting period is required to restart the process.
- 9) If approved by the citizens and Public Works Department, the traffic calming devices would be installed as soon as budget, weather, and the city/contractor's schedule permits.

**City of Marysville  
 Neighborhood Traffic Safety (NTS) Program  
 Petition for Installation of Traffic Calming Devices**

**Date:** \_\_\_\_\_

**Roadway Segment:** (On street, from street – to street) \_\_\_\_\_  
 \_\_\_\_\_

Nature of Request: \_\_\_\_\_  
 \_\_\_\_\_

	<b>Name</b>	<b>Street Address</b>	<b>Phone Number</b>	<b>Email</b>	<b>Signature</b>
<b>1</b>					
<b>2</b>					
<b>3</b>					
<b>4</b>					
<b>5</b>					
<b>6</b>					
<b>7</b>					
<b>8</b>					
<b>9</b>					
<b>10</b>					
<b>11</b>					
<b>12</b>					
<b>13</b>					
<b>14</b>					
<b>15</b>					

**\*Minimum of 10 different addresses required.**

**Contact Person's Information**

**Name:** \_\_\_\_\_

**Phone Number:** \_\_\_\_\_

**Address:** \_\_\_\_\_

**Email:** \_\_\_\_\_

*Please send to:* Attn. Jesse Hannahs, City of Marysville, Public Works Department, 80 Columbia Ave, Marysville, WA 98270 or [jhannahs@marysvillewa.gov](mailto:jhannahs@marysvillewa.gov)