



Typical Phase 1 elements



In all cases, the NTCP will first involve an attempt to address the traffic concern through authorized Phase 1 solutions involving Education, Enforcement and Engineering before moving on to Phase 2.

In submitting a CAR, it may be useful to consider some of the more typical Phase I solutions, which include:

- **Brush Trimming.** Removal of brush by homeowners or by City crews to improve visibility.
- **Signing.** The posting of appropriate traffic control and warning signs. These may include speed limit, parking, dead-end, school signs and others.
- **Pavement Markings.** The placement of lines, symbols and raised markers on the pavement. Examples include centerlines, fog/shoulder lines, speed limits and school crossings.
- **Police Enforcement.** The Issaquah Police Department can provide targeted enforcement to areas where drivers are consistently violating traffic regulations.
- **Radar Speed Trailer.** Citizens can request that the Radar Speed Trailer be deployed in their neighborhood. Mounted on a portable trailer, this unit detects the speed of passing vehicles and displays it on a

reader board that flashes red when the legal speed is being exceeded.

- **Neighborhood Speed Watch Program.** This program allows citizens to be trained in the use of the Radar Speed Trailer. Neighborhood volunteers monitor the trailer to identify the license number of speeding vehicles. City staff will send a letter notifying the vehicle's owner that the vehicle has been seen speeding and explaining the neighborhood's safety concerns.



- **Traffic Safety Campaign.** City staff will work with citizen groups to determine the concerns and needs of their neighborhood. A packet will be mailed to residents of the area providing information such as traffic volumes and speeds, traffic regulations, proposed traffic calming measures and safety issues for pedestrians, bicyclists and school children.

These are just some of the tools available to deal with traffic concerns under Phase 1 of the NTCP. City staff will work with residents to help devise the most effective and appropriate solutions for each neighborhood.

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NEIGHBORHOOD TRAFFIC CALMING PROGRAM

A partnership of government and citizens working together to make our neighborhoods safer and more pleasant places to live.





Program Overview

The Neighborhood Traffic Calming Program (NTCP) is a comprehensive application of the “Three E’s–Education, Enforcement and Engineering” as a means to make our residential streets safer and our neighborhoods more livable.

This brochure concentrates on those implementation strategies for which residents are being actively sought to participate in helping City officials to identify and address traffic concerns.

Participation in the NTCP often can be as simple as just identifying a problem that can be readily remedied by City crews. In other cases, the solution may involve more extensive measures and a wider involvement and formal consensus by the neighborhood as a whole.

The potential solutions available to address the concern on any given street will vary depending on such factors as vehicle speeds, traffic volumes and impacts on emergency service access.

Citizen Action Request

In all cases, the first step requires submittal of a Citizen Action Request (CAR).

A CAR can be submitted in any of three ways: **Internet.** The CAR form can be accessed at the City of Issaquah’s “Traffic Calming Web Page” at www.ci.issaquah.wa.us/Page.asp?NavID=437, where it can be printed or can be filled out and submitted electronically.

Phone. Call the City at 425-837-3400 and a staff member will take down the necessary information or, if you prefer, will mail you a CAR form.

Paper forms. CAR forms are available and can be picked up at most City offices.

Submittal of a CAR is all that is needed to initiate an investigation and analysis of a traffic concern by the Public Works Engineering Department.

When submitting a CAR, explain the specific concern that needs to be addressed, along with the location, the time of day it occurs and any recommendations you have for addressing the concern. It may be helpful to look over some of the potential actions and programs discussed on the back side of this brochure under “Typical Phase 1 Elements.”

This information will assist the Engineering staff in knowing what to look for when making an on-site investigation of the CAR and in deciding what additional data collection is needed (such as traffic speeds and volume counts) to adequately complete an analysis.

City staff will contact you with the results of the findings and discuss potential recommendations.

How does the program work?

The Neighborhood Traffic Calming Program (NTCP) is divided into two distinct phases.

Phase 1 emphasizes the “Three E’s–Education, Enforcement and Engineering.” A variety of measures are available in Phase 1, ranging from various means of heightening driver awareness of acceptable and non-acceptable driving behavior (education), to targeted police activity (enforcement), to improving street markings, signing and sight distance (engineering).

If the Phase 1 measures do not correct the concern, the NTCP provides a more aggressive series of steps which include both a wider range of potential measures and a wider range of involvement by residents in reaching consensus on which of those measures are appropriate and acceptable for their neighborhood.

Phase 2 is reserved for problems on designated residential streets that fail to be solved by Phase 1 solutions. Constructed traffic calming features, such as speed humps and traffic circles, are only undertaken after a carefully crafted plan has been developed and approved by both a majority of neighborhood residents and by the City Council.

The Neighborhood Traffic Calming Program can be summarized with direct quotes from the City of Issaquah’s “Neighborhood Traffic Calming Program Overriding Policies Document” adopted by the City Council on April 21st, 2003:

“...provide a variety of potential alternatives with which to creatively solve problems in partnership with the neighborhoods and the City Council.”

“...sustain residential neighborhoods...retain the positive attributes and quality of life associated with livable neighborhoods.”

“...a tool to respond to various citizen concerns with traffic safety, volumes and vehicle speeds on the City’s residential roadways.”

“...a method of giving residential streets the residential character planned for in years past and prior to the challenges of traffic growth...”

“...to promote safe and pleasant conditions for motorists, bicyclists, pedestrians and residents along neighborhood streets.”