We’ve been asked to find out what agencies are doing in these tough economic times to deliver traffic calming projects on reduced budgets. Have agencies’ traffic calming guidelines been “tightened” so fewer streets qualify for traffic calming measures? Have agencies created new ranking systems due to the lack of funds to construct as many projects as in the past? Have you developed other types of prioritization systems for traffic calming projects? Have any programs been completely scrapped?

[PLEASE excuse any duplicate emails.]

Please call or email me if you have any questions or need further information.

John W. Carpita, P.E.
Public Works Consultant
Municipal Research and Services Center
2601 Fourth Avenue, Suite 800
Seattle, WA 98121-1280
206-625-1300
Fax: 206-625-1220
jcarpita@mrsc.org
About MRSC: http://www.mrsc.org/about.aspx
www.mrsc.org
John – Maple Valley has set aside a $50K per year budget for traffic calming. Project as selected based on need. Once the $50K is spent, that’s it for the year. However, we will consider contributions from neighborhood home owner associations. ---Steve

We’ve been asked to find out what agencies are doing in these tough economic times to deliver traffic calming projects on reduced budgets. Have agencies’ traffic calming guidelines been “tightened” so fewer streets qualify for traffic calming measures? Have agencies created new ranking systems due to the lack of funds to construct as many projects as in the past? Have you developed other types of prioritization systems for traffic calming projects? Have any programs been completely scrapped?

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www.mrsc.org
Happy New Year John!

Renton does not now have a formal traffic calming program, but we deal with those issues on a day to day basis. Speeding is our most common complaint, and we are going to either retrofit an existing radar trailer or buy a new one to allow us to have a highly visible neighborhood presence (but we are not building any calming devices). We are in the process of developing some information for our web site and that should be up in a month or so.

I would like to get a copy of the results you get from this request when it is available.

Thanks in advance,

Rich Perteet, P.E.
Deputy Public Works Administrator - Transportation
City of Renton
1055 South Grady Way
Renton, WA 98057
Phone: (425) 430-7242
Fax: (425) 430-7376
Cell: (206) 375-4952
E-mail: rperteet@rentonwa.gov

From: John Carpita [mailto:jcarpita@mrsc.org]
Sent: Tuesday, January 04, 2011 1:15 PM
Subject: Traffic Calming Efforts in Our New Economy

We’ve been asked to find out what agencies are doing in these tough economic times to deliver traffic calming projects on reduced budgets. Have agencies’ traffic calming guidelines been “tightened” so fewer streets qualify for traffic calming measures? Have agencies created new ranking systems due to the lack of funds to construct as many projects as in the past? Have you developed other types of prioritization systems for traffic calming projects? Have any programs been completely scrapped?

[PLEASE excuse any duplicate emails.]

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206-625-1300
Fax: 206-625-1220
John,  
Those who request traffic calming are relatively unconcerned about the cost.

Chris

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www.mrsc.org
John Carpita

From: Rick Perez [Rick.Perez@cityoffederalway.com]
Sent: Tuesday, January 04, 2011 1:45 PM
To: John Carpita
Subject: RE: Traffic Calming Efforts in Our New Economy

No, too popular to cut. They'd probably continue the program if the Traffic Division staffing was cut to zero - they'd just transfer it to Police, who would probably request a budget increase and get it.

Rick Perez, P.E.
City Traffic Engineer
City of Federal Way
33325 8th Ave S
Federal Way WA 98003
253-835-2740
253-835-2709 fax
rick.perez@cityoffederalway.com

From: John Carpita [mailto:jcarpita@mrsc.org]
Sent: Tuesday, January 04, 2011 1:28 PM
Subject: Traffic Calming Efforts in Our New Economy

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jcarpita@mrsc.org
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www.mrsc.org
Hi John, See our responses below.

Sincerely,

Gary Costa, PE, PTOE  
Transportation Manager  
City of Issaquah  
Public Works Engineering (PWE)  
1775 12th Ave NW  
Issaquah, WA 98027  
425-837-3443

We’ve been asked to find out what agencies are doing in these tough economic times to deliver traffic calming projects on reduced budgets.

Have agencies’ traffic calming guidelines been “tightened” so fewer streets qualify for traffic calming measures?  The City of Issaquah’s guidelines for physical devices to qualify on a street had always been pretty tough to qualify for where the 85th percentile speeds need to be at least 10 mph over the speed limit to qualify.  We have not had any locations yet that meet that criteria.

Have agencies created new ranking systems due to the lack of funds to construct as many projects as in the past?  
No, we still have the same ranking criteria.

Have you developed other types of prioritization systems for traffic calming projects?  
No, we just budget less therefore fewer locations are funded.

Have any programs been completely scrapped?  
No.

Please call or email me if you have any questions or need further information.

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John Carpita

From: John Deskins [John.Deskins@ci.kennewick.wa.us]
Sent: Tuesday, January 04, 2011 1:57 PM
To: John Carpita
Cc: Peter Beaudry
Subject: RE: Traffic Calming Efforts in Our New Economy

John,

Our program was created in 2004 with the intent to fund a few of the highest ranked projects each budget cycle. Before the next budget cycle could start though it was determined that only the highest priority “new programs” would be funded. Traffic calming didn’t make the cut. The program still exists. The projects must meet the same criteria (just no ranking process) and go through the neighborhood process and be approved by the City, but they must be privately financed by some means. Understandably, there have been several requests, but no groups willing to fund the projects yet. As a result of the program, I now consider requiring devices to be installed in new neighborhoods as part of the development, if their street network is conducive to problems (i.e. straight segments 600 feet or longer ) and if the network cannot be reasonably adjusted.

Sincerely,
John Deskins, PE, PTOE
Traffic Engineer
City of Kennewick, Washington
john.deskins@ci.kennewick.wa.us
(509) 585-4400
(509) 585-4451 Fax

From: John Carpita [mailto:jcarpita@mrsc.org]
Sent: Tuesday, January 04, 2011 1:28 PM
To: undisclosed-recipients:
Subject: Traffic Calming Efforts in Our New Economy

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www.mrsc.org
John,  

In Seattle, our program’s budget was reduced, but thankfully, not eliminated. This hasn’t quite resulted in the need to change our basic prioritization criteria, but it does mean a generally reduced level of customer service (less outreach, for example), and fewer projects being delivered. There will be a larger backlog of worthy projects awaiting funding.

Luke Korpi, P.E.  
Senior Civil Engineer  
Seattle Department of Transportation  
Neighborhood Traffic Operations  
luke.korpi@seattle.gov  
206-684-5069

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jcarpita@mrsc.org  
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www.mrsc.org
Hi John,

Since 1999, Bellingham's traffic calming has been conducted through the Neighborhood Traffic Safety Program (NTSP). We suspended this program at the beginning of 2009, however, due to the economic collapse. When funding becomes available again, it is very likely that the NTSP will be resumed.

Here's a link to Bellingham's NTSP - http://www.cob.org/services/neighborhoods/community-planning/transportation/traffic-calming.aspx

Sincerely,

Chris Comeau, AICP, Transportation Planner
City of Bellingham Public Works Engineering
210 Lottie Street
Bellingham, WA 98225
360.778.7946 telephone; 360.778.7901 fax

"In theory there is no difference between theory and practice. In practice there is." - Yogi Berra
From: Brandon Carver [BCarver@desmoineswa.gov]  
Sent: Tuesday, January 04, 2011 2:34 PM  
To: John Carpita  
Subject: RE: Traffic Calming Efforts in Our New Economy

Our program was small to begin with, and is now unfunded for at least the next 6 years in terms of actual physical devices.

R. Brandon Carver, P.E., P.T.O.E.  
Associate Transportation Engineer  
Transportation and Engineering  
City of Des Moines  
21650 11th Avenue South  
Des Moines, WA 98198  
(206)870-6543

From: John Carpita [mailto:jcarpita@mrsc.org]  
Sent: Tuesday, January 04, 2011 1:28 PM  
Subject: Traffic Calming Efforts in Our New Economy

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www.mrsc.org
John Carpita

From: Gary Leaf [garyl@ci.bonney-lake.wa.us]
Sent: Tuesday, January 04, 2011 2:35 PM
To: John Carpita
Subject: RE: Traffic Calming Efforts in Our New Economy

John,

Bonney Lake has created a Community Forestry program, and street trees are an important part of that. We recognize that street trees have the effect of calming traffic. Even though budgets are tight we continue to provide staff support and a modest budget for Community Forestry.

Gary Leaf
Community Services Director
City of Bonney Lake
(253) 447-4334
leafg@ci.bonney-lake.wa.us

From: John Carpita [mailto:jcarpita@mrsc.org]
Sent: Tuesday, January 04, 2011 1:15 PM
Subject: Traffic Calming Efforts in Our New Economy

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John

I suggest that more cities go to Redflex - Auburn was one of the first cities to go with this program and each year we designate all fund proceeds from fines to finance installing neighborhood traffic calming devices of one type or another. When we adopted the program all signals within the city were clearly posted with the camera warning signs reading: “Photo Safe Auburn per ACC 10.42.020” to assure that motorists are made aware of the city’s program. We have seen significant reductions in serious accidents and the program’s net proceeds has helped to pay for local safety improvements that otherwise our city could not have financed! Admitted we started the program before the recession kicked in but it has been a real success story and continues to be so. This is a story worthy of sharing so that safety programs across the state can be promoted.

Here is a paragraph from Mayor Lewis’s State of the City Speech:

“With the net proceeds of Photo safe Red Light cameras as required by Council we completed 13 neighborhood traffic calming improvements including speed cushions, numerous new warning signs, school zone flashing beacons. You may have heard several politicians vying for votes, and those that would be, talk about how bad the Red – Light cameras are so I want to say specifically – no one has died there – no one has died - since we put them in.
People are safer there because we put them in. Our lights are timed per the laws of the state of Washington and the national standards. Funds from our Red- Light system go back to our citizens to their neighborhoods, their streets for a safer community by Council ordinance.”

**Also here is an extract from Auburn’s City Code referenced in each Photo Safe sign:**

**10.42.020 Notice of infraction for automated traffic control systems.**

A. Whenever any vehicle is photographed by an automatic traffic safety camera, a notice of infraction shall be mailed to the registered owner of the vehicle within 14 days of the violation, or to the renter of a vehicle within 14 days of establishing the renter’s name and address under this section.

B. If the registered owner of the vehicle is a rental car business, the law enforcement agency shall, before a notice of infraction is issued, provide a written notice to the rental car business that a notice of infraction may be issued to the rental car business if the rental car business does not, within 18 days of receiving the written notice, provide to the issuing agency by return mail: (1) a statement under oath stating the name and known mailing address of the individual driving or renting the vehicle when the infraction occurred; or (2) a statement under oath that the business is unable to determine who was driving or renting the vehicle at the time the infraction occurred; or (3) in lieu of identifying the vehicle operator, the rental car business may pay the applicable penalty. Timely mailing of this statement to the issuing law enforcement agency relieves a rental car business of any liability under this chapter for the notice of infraction.

C. The law enforcement officer issuing the notice of infraction shall include with it a certificate or facsimile thereof, based upon inspection of photographs, microphotos, or electronic images produced by an automated traffic safety camera,
stating the facts supporting the notice of infraction. This certificate or facsimile is prima facie evidence of the facts contained in it and is admissible in a proceeding charging a violation under this chapter. (Ord. 5957 § 1, 2005.)

Hope this is helpful

Dennis

From: John Carpita [mailto:jcarpita@mrsc.org]
Sent: Tuesday, January 04, 2011 1:15 PM
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[PLEASE excuse any duplicate emails.]
Please call or email me if you have any questions or need further information.
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Richland has no City funded traffic calming program.

Pete Rogalsky
Public Works Director
City of Richland
840 Northgate Avenue
P.O. Box 190, MS-26
Richland, Washington 99352
Phone - (509) 942-7558
Fax - (509) 942-7468
E-mail - progalsky@ci.richland.wa.us

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Hi John,

We eliminated a full-time position for neighborhood traffic control that managed our traffic calming program. We won’t be doing any traffic calming in the near future and are only finishing up those that are in the process.

**Thang T. Nguyen**  
Transportation Engineer  
City of Kirkland  
Public Works Department  
123 Fifth Avenue  
Kirkland WA  98033-6189  
Phone:  (425) 587-3869  
Fax:  (425) 587-3807  
tnguyen@ci.kirkland.wa.us

Caring for your infrastructure to keep Kirkland healthy, safe and vibrant.

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[www.mrsc.org](http://www.mrsc.org)
John: Nothing changed in this category for us in 2011. We’ve budgeted about $15k per year for the last few years for traffic calming projects but have used very little in any given year. Perhaps this is because of the fairly strict criteria we established. For 2011, we have $16k approved so actually a small increase which was shown in our 5-year CIP. If history is a good predictor we may use a few thousand of that for some yet to be determined minor project.

Bob

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Tukwila has had an unfunded Traffic Calming Program for several years now. Our CIP states that this program is only viable with a full-time traffic engineer. We did this specifically to avoid the setting up capital improvements for traffic calming, yet never get staff - or lose staff. We do track complaints and petitions and prioritize any street segments for the future in case funding becomes available.

Bob Giberson, P.E.
Public Works Director
City of Tukwila, WA
206.431.2457

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www.mrsc.org
John,  

As a part of budget reductions we eliminated our Neighborhood Traffic Management Program and laid off the staff person responsible for that program in 2008. The program was mostly funded through an on-going grant fund available to our neighborhood associations through the local REET that has since significantly dropped off in revenue and a portion of the funds was also redirected to another program. Some of the REET funds are still available but the focus now is on sidewalks, ADA curb ramps, and possibly some bicycle projects. We have completed two traffic calming projects since the program elimination in 2008 that were deemed "safety" issues, both of which were funded out of an on-going capital program to address safety needs. After this year that program is eliminated as well. Let me know if you need more specifics.

Jennifer Campos | Senior Planner  
City of Vancouver  
Long Range Planning

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From: John Carpita [mailto:jcarpita@mrsc.org]  
Sent: Tuesday, January 04, 2011 1:28 PM  
Subject: Traffic Calming Efforts in Our New Economy

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[www.mrsc.org](http://www.mrsc.org)
Hi John,

Here in Shoreline, while we have had to reduce the budget for traffic calming projects, we haven’t really changed our guidelines or process for how we handle issues and select projects. We are just selecting fewer projects.

John Marek, P.E.
Traffic Engineer
Shoreline Public Works
(206) 801-2432

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Hi John

Due to budget reductions, Vancouver has eliminated its neighborhood “traffic calming” program. We still respond and deal with documented safety problems and some of the solutions used in those cases utilize traffic calming approaches for those “traffic safety” projects. The difference is between a “perceived” issue and a “documented” problem.

Hope this helps.

Brian

**Brian K. Carlson, P.E.**
Public Works Director
City of Vancouver
PO Box 1995
Vancouver WA 98668-1995

direct line: (360) 487-7131
reception: (360) 487-7130
fax: (360) 487-7139
e-mail: brian.carlson@ci.vancouver.wa.us

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www.mrsc.org
John,

The City of Camas has not budgeted for traffic calming projects for more than 5 years. Two years ago Camas Council decided that the City could fund as much as 2/3 of one ($2K or less) project annually, leaving 1/3 of the cost to be funded privately. There has only been one City traffic-calming project since the private match has been required.

Curleigh

>>> John Carpita <jcarpita@mrsc.org> 1/4/2011 1:27 PM >>>

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jcarpita@mrsc.org
About MRSC: http://www.mrsc.org/about.aspx
www.mrsc.org
The City of Sammamish did modify our program last year. Rather than “tighten” the requirements, we actually made them more user friendly. We had some very cumbersome steps to get from Phase 1 improvements (such as striping, signage and enforcement) to Phase 2 improvements (Physical improvements).

Our budget for capital projects has significantly decreased, but the amount of budget allocated for our Neighborhood Traffic Management Program has remained constant.

I hope this is helpful.

Laura Philpot, PE
Public Works Director
City of Sammamish
801 – 228th Avenue SE | Sammamish, WA 98075
lphilpot@ci.sammamish.wa.us
425-295-0570 (phone)
Hi John,

Traffic Calming? We don’t have enough $$ to keep holding the pavement system together to support the traffic calming devices!

Seriously though, we have a practice of helping neighborhoods that have good ideas and are willing to purchase the materials: We have worked installation of minor traffic calming improvements into our street maintenance budget as time/funding allows. This is a rare activity.

Happy New Year!

Gary P. Owen, P.E.
City Engineer
City of Wenatchee
Public Works Department
1350 McKittrick St., PO Box 519
Wenatchee, WA 98807-0519
(509) 888-3204

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We’ve been asked to find out what agencies are doing in these tough economic times to deliver traffic calming projects on reduced budgets. Have agencies’ traffic calming guidelines been “tightly” so fewer streets qualify for traffic calming measures? Have agencies created new ranking systems due to the lack of funds to construct as many projects as in the past? Have you developed other types of prioritization systems for traffic calming projects? Have any programs been completely scrapped?

[PLEASE excuse any duplicate emails.]

Please call or email me if you have any questions or need further information.

John W. Carpita, P.E.
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John Carpita

From: Larry Waters [lwaters@ci.mukilteo.wa.us]  
Sent: Thursday, January 06, 2011 4:04 PM  
To: John Carpita  
Subject: RE: Traffic Calming Efforts in Our New Economy

John,

We have applied for grants to put in flashers at some Xwalks (not sure that really qualifies as a TC device or measure). If we don’t get the grant, the flashers won’t go in.

Larry
Larry Waters, P.E.  
Public Works Director  
City of Mukilteo  
11930 Cyrus Way  
Mukilteo, WA 98275  
425-263-8080  
waters@ci.mukilteo.wa.us  
Fax 425-212-2068

From: John Carpita [mailto:jcarpita@mrsc.org]  
Sent: Tuesday, January 04, 2011 1:15 PM  
Subject: Traffic Calming Efforts in Our New Economy

We’ve been asked to find out what agencies are doing in these tough economic times to deliver traffic calming projects on reduced budgets. Have agencies’ traffic calming guidelines been “tightened” so fewer streets qualify for traffic calming measures? Have agencies created new ranking systems due to the lack of funds to construct as many projects as in the past? Have you developed other types of prioritization systems for traffic calming projects? Have any programs been completely scrapped?

[PLEASE excuse any duplicate emails.]

Please call or email me if you have any questions or need further information.

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