

<b>Title: Stationary Radar Sign Program</b>	<b>No.</b>
<div style="text-align: center;">  <p><b>Neighborhood Services</b></p> </div>	<b>Lead: Karen Gonzalez, Neighborhood Programs Manager</b>
<b>Created Date: December 2006</b>	<b>Last Update: June 2007</b>

**Purpose**

The City of Bellevue began installing stationary radar signs in 2000, aimed at addressing excessive vehicle speeds in locations where other physical measures were not feasible. The signs dynamically display the speed of a passing vehicle, encouraging the driver to reduce their speed if necessary.

**Procedures**

Citizens requesting radar speed signs contact Transportation Staff. The location must have a posted speed limit of 35 mph or less and be appropriate for a radar sign, based on engineering judgment. Speed studies would then be conducted to determine if speeds are high enough to qualify the street for a radar sign. Should the 85<sup>th</sup> percentile speeds be at least 10 mph over the posted speed limit (or potentially over a previously established speed advisory sign), ballots would be sent to residents within a minimum of 500 feet of the proposed location (exact area to be determined by staff). This would determine whether or not there is enough support for the sign to continue to be evaluated for installation. A minimum of 75% of responding households in the proposed area must support the sign before proceeding.

If there is enough support from the project area, staff will conduct detailed field reviews, and review accident history to determine traffic conditions. These conditions are matched with the City's guidelines. Each location is scored based on the guidelines and ranked according to the level of need. Within available funding, the highest ranked locations will be addressed first. Requests are received on a yearly basis and funded accordingly.

Once funding is secure, staff begin design to determine the appropriate sign manufacturer to use. A plan will be developed and a bid/quote package prepared taking into consideration electrical connections/trenching. Final installation is coordinated with the City's Traffic Signal Section and PSE, with inspection by the Traffic Signal Project Inspection Chief.

An evaluation of the sign takes place approximately one year later. This includes a review of accidents, speeds and volumes along with feedback from adjacent property owners. A report is finalized with details of the evaluation.

**Guidelines**

<b>Criteria</b>	<b>Points</b>
Traffic Speeds (85 <sup>th</sup> percentile)*	
Less than 10 mph above posted speed	Does not qualify
10-12 mph above posted speed	2
13-15 mph above posted speed	4
More than 15 mph above posted speed	5

Average Daily Traffic (ADT)	
Less than 999 vehicles per day	Does not qualify
1000 – 3499	1
3500 – 5000	2
5001- 7500	3
7501+	4
Street Conditions	
Sidewalks both sides	0
Sidewalks one side	1
At grade pedestrian facility	2
No pedestrian facility	3
Curves w/ advisory signing	3
Roadway Grades 8% or more	2
Parks/Schools	
Greater than ½ mile	1
Between ¼ and ½ mile	2
Within ¼ mile	3
Correctable Accident History in last 3 years (as defined by Traffic Engineering)**	
Yes	3
No	0

\*If a previously established sign exists, the 85<sup>th</sup> percentile speed may be based off this advisory speed limit

\*\*Project limits regarding accidents are defined by Traffic Engineering

***Exceptions to these guidelines include staff initiated locations that are related to operational decisions.***

***Due to technology limitations, radar signs will not be considered for roadways having 2 or more lanes in one direction at this time.***

### **Definitions**

85th percentile speed – 85 percent of the vehicles travel at or below this speed on a given section of roadway.

### **Reference**

### **Attachments**

List of Manufacturers

Photos

Program Brochures (to be developed)