



Sunnyvale

# Neighborhood Traffic Calming Program & Policy Study

**City Council Meeting**

December 3, 2024

# Agenda

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- Project Overview
- Policy/Program Update Recommendations
- Staff Recommendations



Sunnyvale

# Project Overview

# Project Overview

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- Sunnyvale Neighborhood Traffic Calming Policy and Program
  - ◆ 1997 – Council Policy 1.2.4 adopted
  - ◆ 2004 – Handbook created
- Study Issue DPW 22-06 - To re-evaluate and identify possible updates to the Policy and Program
  - ◆ Examine other cities' programs and best practices
  - ◆ Review traffic calming measures available for use
  - ◆ Identify possible changes



# Progress to date

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- Nov. 7, 2023 – Community Meeting #1 (Hybrid): 25 total attendees
- Oct. 31 to Dec. 7, 2023 – Online Survey: 37 responses
- Early 2024 – Best practices research
- Mar. 12, 2024 – Meeting with Department of Public Safety (DPS)
- June 18, 2024 – City Council Study Session
- Summer 2024 – Developed potential updates
- Sept. 23, 2024 – Community Meeting #2 (Hybrid): 37 total attendees





# Potential Policy/Program Updates

# Summary of Potential Updates Evaluated

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1. Expand Traffic Calming definition and add objectives
2. Re-evaluate initial petition requirement
3. Consider adding Residential Collector streets
4. Re-evaluate speed thresholds
5. Consider additional Traffic Calming measures
6. Re-evaluate Stage 2 device location consensus requirement
7. Improve program communication

# Potential Update #1 - Expand Definition of Traffic Calming and Add Traffic Calming Objectives

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- Recommended definition:
  - ◆ Traffic calming employs a combination of non-physical and physical measures to reduce cut-through traffic and speeding issues in residential neighborhoods, improve quality of life for residents as well as the comfort level for non-vehicular road users.
- Recommended objectives:
  - ◆ Encourage responsible driving
  - ◆ Discourage non-residential cut-through traffic on local residential streets
  - ◆ Maintain emergency vehicle response times
  - ◆ Reduce the need for police enforcement post traffic calming



# Potential Update #1 – Expand Definition of Traffic Calming and Add Traffic Calming Objectives

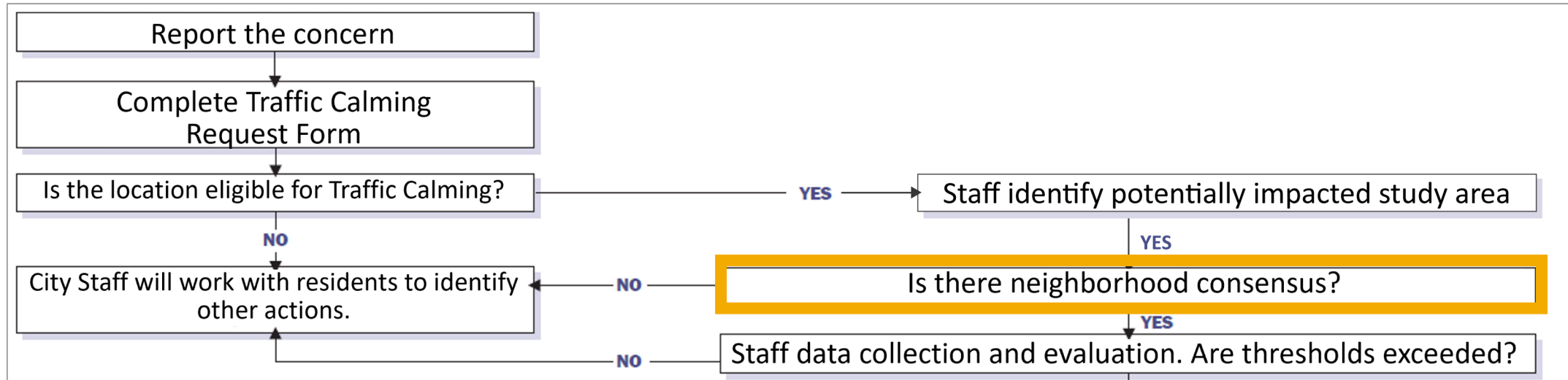
## Summary of Comments

- ◆ It should address:
  - What is Traffic Calming?
  - What issues does it treat?
  - Why treat it?
- General support for the definition and addition of objectives
- Include specific reference to “safety”

## Staff Recommendation

- Revise policy to include definition and objectives

# Potential Update #2 – Re-evaluate Initial Petition Requirement



**City of Sunnyvale – Petition for Neighborhood Traffic Calming Measures** Neighborhood  
Petition Form

THE UNDERSIGNED AGREE TO THE FOLLOWING:

- All persons signing this petition do hereby certify that they reside within the impacted area, which is hereby defined as the street segment of:  
\_\_\_\_\_  
\_\_\_\_\_
- All persons signing this petition do hereby agree of the following problem in the defined impacted area:  
\_\_\_\_\_  
\_\_\_\_\_
- All persons signing this petition do hereby agree that the following contact person(s) represent the neighborhood as facilitator(s) between the neighborhood residents and the City of Sunnyvale staff in matters pertaining to items 1 and 2 above:  
\_\_\_\_\_  
\_\_\_\_\_

|            |               |               |
|------------|---------------|---------------|
| Name _____ | Address _____ | Phone # _____ |
| Name _____ | Address _____ | Phone # _____ |
| Name _____ | Address _____ | Phone # _____ |

*Use back side for Signatures...*

- Currently, the initial petition requires > 50% support

# Potential Update #2 – Re-evaluate Initial Petition Requirement

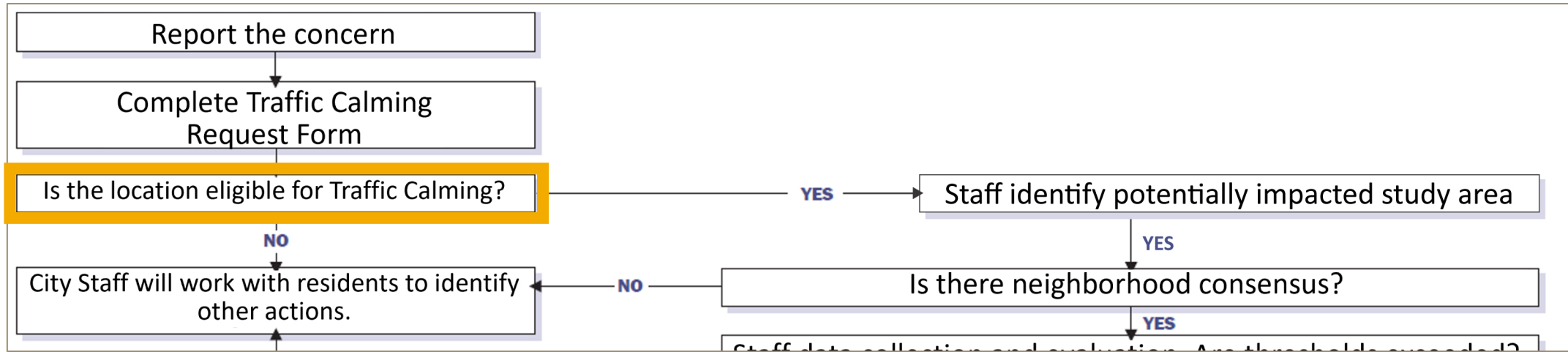
## Summary of Comments

- Clarification needed on how study area created
- Split feedback on lowering petition requirement

## Staff Recommendation

- Clarify program language
- Keep Stage 1 neighborhood petition requirement at current level of “>50%”

# Potential Update #3 – Consider Adding Residential Collectors



- Currently only Local Residential Streets eligible
- 48 Residential Collectors in the City
- Considerations
  - ◆ Impacts to Vehicular Volumes
  - ◆ Diversion to Parallel Local Streets
  - ◆ Impacts to Emergency Vehicle Response Times

# Potential Update #3 – Eligibility of Residential Collectors

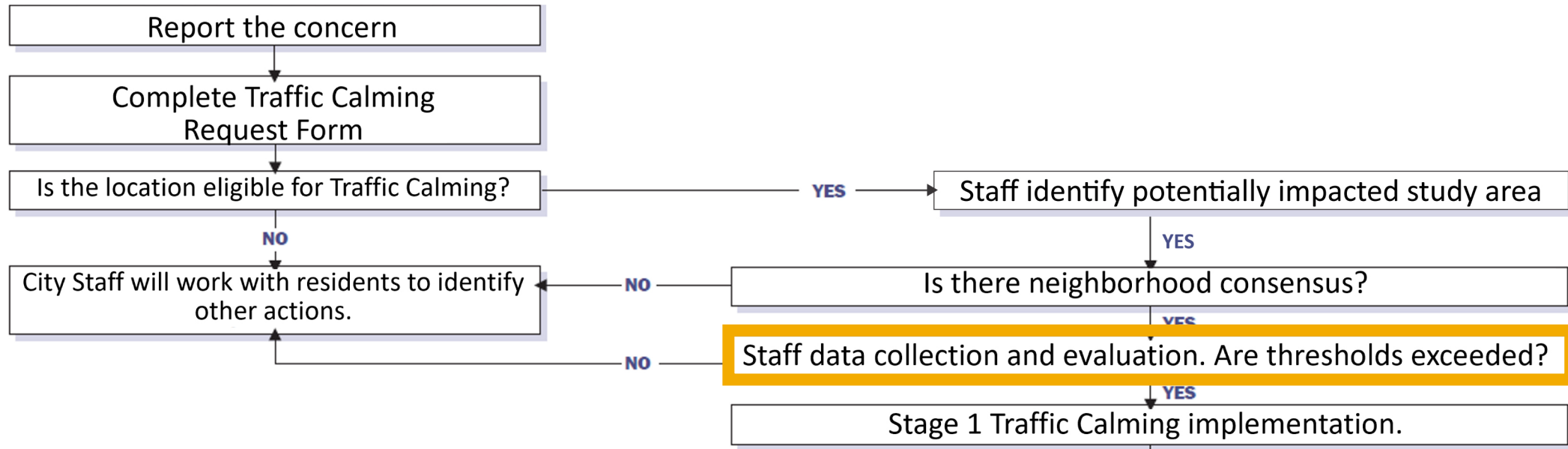
## Summary of Comments

- Supportive of expanding eligibility to Residential Collectors

## Staff Recommendation

- Expand the program to include Residential Collectors:
  - ◆ Adopt a speed threshold
    - 85th percentile speed > posted speed limit +7 mph
  - ◆ No volume threshold requirement
  - ◆ Special consideration for emergency vehicle access and travel times
  - ◆ For Stage 2 traffic calming measures – only include ones that manage speed

# Potential Update #4 – Re-evaluate Speeding Thresholds



- Current Thresholds for Local Residential Streets (Posted Speed Limits of 25 miles per hour):

- ◆ 85th percentile speed > 32 miles per hour

← Consider refining

- ◆ 95th percentile speed > 35 miles per hour

← Consider removing

- ◆ Volume threshold ADT > 1,000 vehicles per day

# Potential Update #4 – Re-evaluate Speeding Thresholds

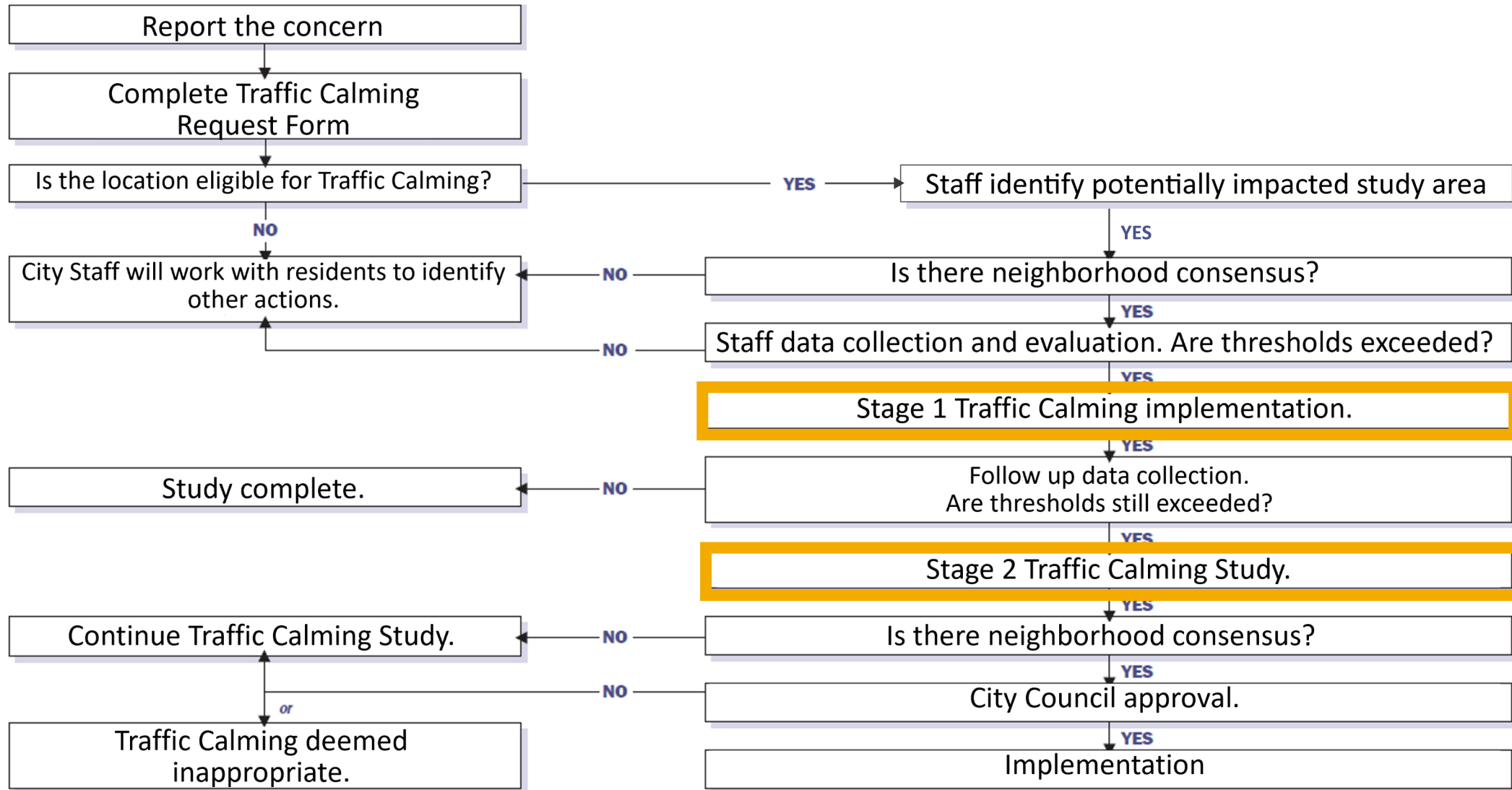
## Summary of Comments

- Clarifications on technical terminology
- Use the speed limit as the speeding threshold

## Staff Recommendation

- Revise program language to clarify technical terms
- Revise 85th percentile speed to “posted speed limit +7 miles per hour”
- Remove 95th percentile speed threshold

# Potential Update #5 – Additional Traffic Calming Measures





# Potential Update #5 – Additional Traffic Calming Measures

## Summary of Comments

- Speeders may not be from the community
- Consider speed cameras
- Consider non-static measures

## Staff Recommendation

- Add Stage 1: Community Outreach and Education
- Add Stage 2: Raised Intersection

# Potential Update #6 – Re-evaluate Stage 2 Device Location Consensus Requirement

- Current Consensus Requirements for Approving Stage 2 Measures and Location:
  - ◆  $\geq 60\%$  of neighborhood support; AND
  - ◆ 100% resident support living within 100 feet from the device
- Comparison with other cities
  - ◆ Most require  $>50\%$  or  $>70\%$  support through neighborhood vote
  - ◆ Livermore – 100% support from fronting homes
  - ◆ Gilroy -  $>50\%$  within 100 feet of device



# Potential Update #6 – Re-evaluate Stage 2 Device Location Consensus Requirement

## Summary of Comments

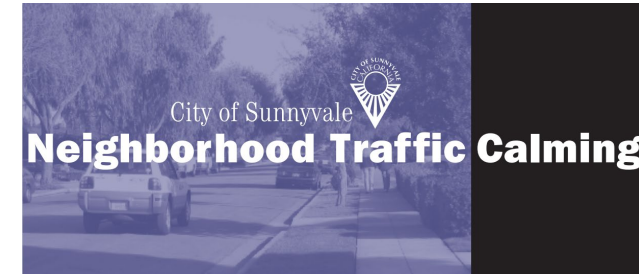
- Majority of neighborhood should determine locations
- Supportive of removing 100% within 100 feet requirement

## Staff Recommendation

- Keep 60% or more neighborhood support
- Remove “100% resident support living within 100 feet from the device” requirement

# Potential Update #7 – Improve Program Communication

- Update program handbook and flow chart
- Create a program webpage
  - ◆ Direct and simple
  - ◆ Improve transparency for completed and ongoing requests
  - ◆ Clarify available resources



# Potential Update #7 – Program Communication

## Summary of Comments

- Supportive of improving program transparency
- Supportive of improving program clarity
- Create greater awareness and accessibility of the program

## Staff Recommendation

- Update handbook and flow chart
- Create a program webpage



# Recommendation to City Council

# Summary of Staff Recommendations

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1. Update program definition and add objectives
2. Maintain the 50% petition requirement to initiate a traffic calming request
3. Expand program to include Residential Collector streets with a different qualification criteria
4. Remove 95<sup>th</sup> percentile speed threshold and refine language for 85<sup>th</sup> percentile speed threshold
5. Include a) Community Outreach/Education and b) Raised Intersections in Traffic Calming Toolkit
6. Remove requiring the support of property owners fronting the device
7. Improve program communication

# Recommendation to City Council

## Considerations

- Alternative 1: Approve Amendments to Council Policy 1.2.4 Traffic Calming as defined in Attachment 3
- Alternative 2: Approve Amendments to Council Policy 1.2.4 Traffic Calming as defined in Attachment 3 with modifications
- Alternative 3: Direct staff to include Budget Supplement to fund the recommended changes with the FY 2025/26 Recommended Budget
- Alternative 4: Other direction as provided by Council

## Staff Recommendation

- Alternatives 1 and 3





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Thank you!