



# Neighborhood Traffic Calming Program & Policy Study

**City Council Study Session**

June 18, 2024

# Agenda

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1. Purpose
2. Project Overview
3. Existing Traffic Calming Program
4. Community & Stakeholder Outreach Summary
5. Traffic Calming Program in Comparable Cities
6. Next Steps & Discussion Items



# Purpose

# Goal for the City Council Study Session

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- Share project progress and community feedback received to date
- Receive information needed to help Council take an action on:
  - ◆ Allow traffic calming on Collectors and/or Arterials
  - ◆ Update speed and/or volume thresholds
  - ◆ Add new traffic calming measures to our toolkit
  - ◆ Update the Neighborhood Traffic Calming Program (NTCP) process

# Project Overview

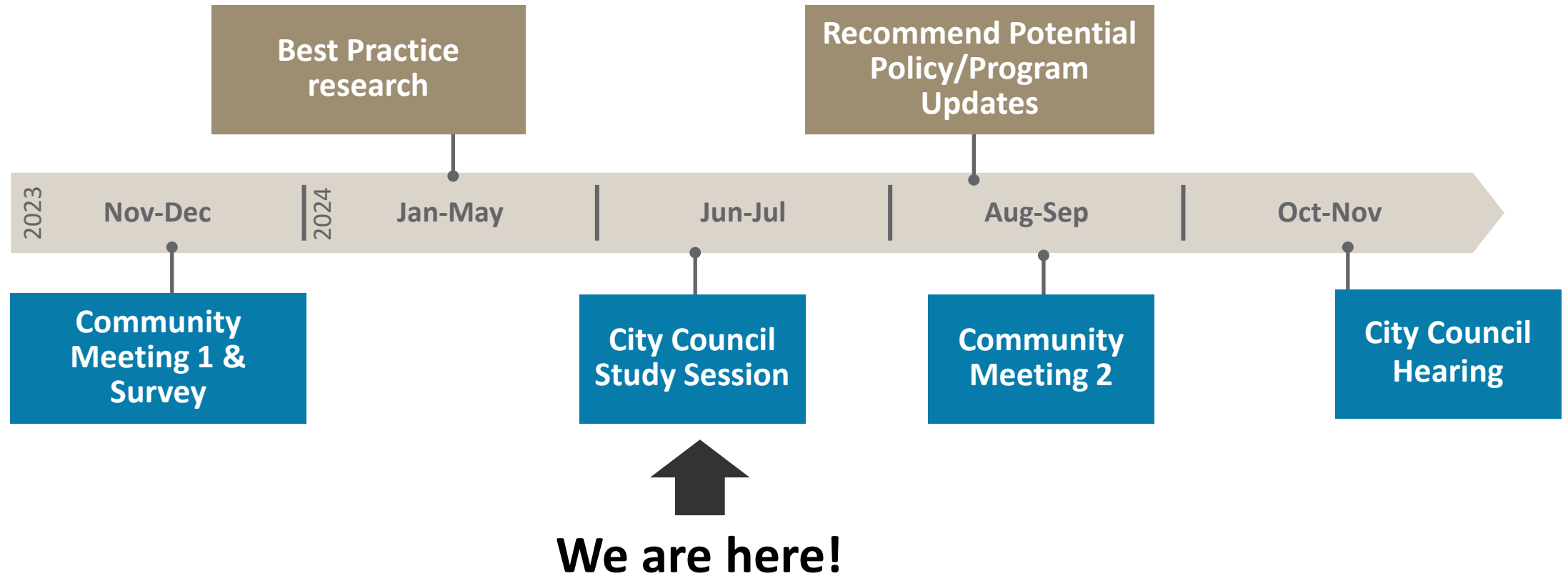
# Project Overview

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



# Study Process/Timeline

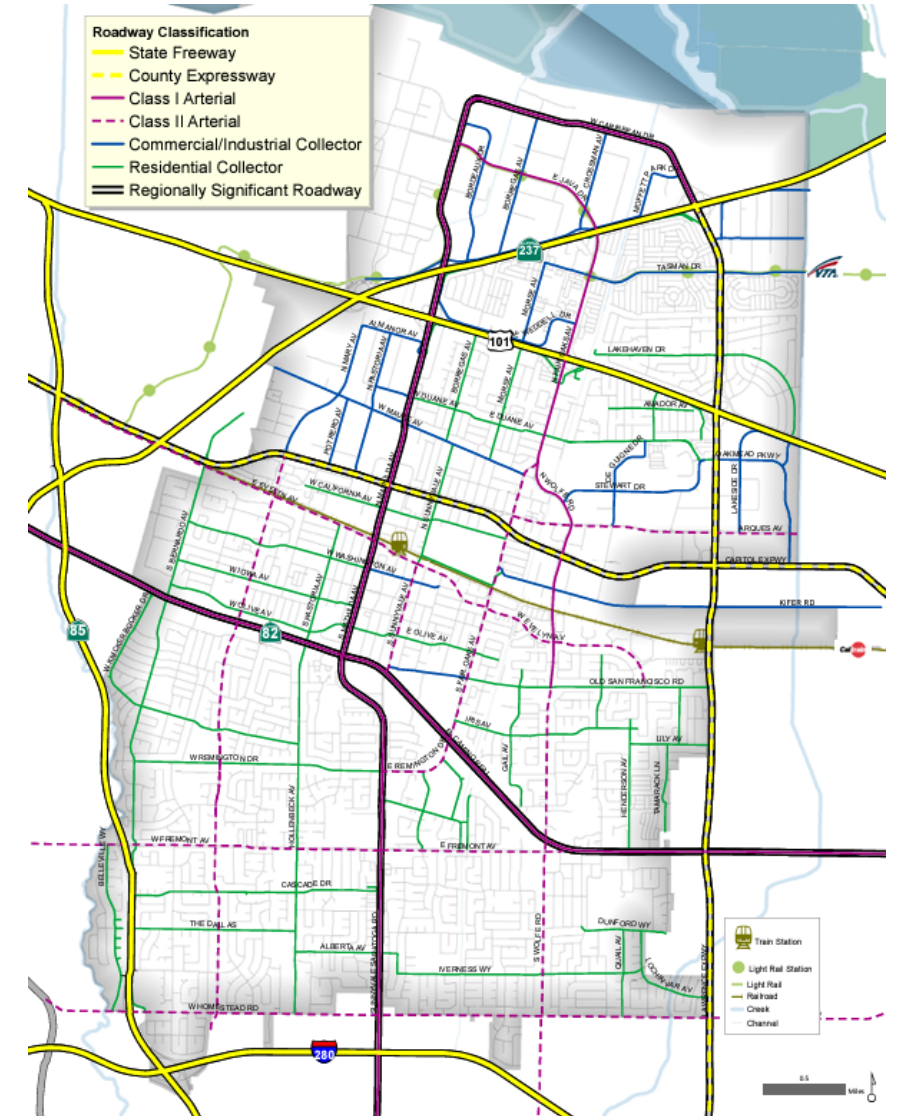


# Existing Traffic Calming Program



# Existing Traffic Calming Program

- Purpose of Traffic Calming:
  - ◆ Discourage Speeding and Cut-thru Traffic on Local Residential Streets
- Council Policy 1.2.4 Traffic Calming



# Existing Traffic Calming Program (cont'd)

- Resident initiated/Petition
- Qualifying Criteria:
  - ◆ Roadway Classification
  - ◆ Speeding Thresholds
    - 85<sup>th</sup> percentile speed > 32 mph
    - 95<sup>th</sup> percentile speed > 35 mph
  - ◆ Traffic Volume Threshold
    - > 1,000 vehicles per day



# Existing Stage 1 Traffic Calming Measures



Radar Speed Trailer



Radar Speed Feedback Sign



Enforcement



Signing & Striping



In-roadway Sign

## Existing Traffic Calming Program (cont'd)

- Follow-up data collection in 3 - 6 months
- If Stage 1 measures are not effective, proceed to Stage 2
  - ◆ Two Rounds of Community Outreach
  - ◆ Neighborhood Consensus  $\geq 60\%$  and 100% within 100 feet of device
- Council Approval
  - ◆ Funding and Implementation





# Existing Stage 2 Traffic Calming Measures



Speed Hump



Speed Cushion



Speed Table



Traffic Circle



Curb Extension, Choker,  
Chicane



# Existing Stage 2 Traffic Calming Measures (Cont'd)



Median Entry/Exit Island



Median Barrier



Mid-Block Raised Median



Forced Turn Island, Barrier,  
Channelization



Diagonal Diverter



## Existing Stage 2 Traffic Calming Measures (Cont'd)



One-Way Street



One-Way Choker, Half-Closure, Semi-Diverter



Woonerf



Street-Closure, Cul-de-sac

# Traffic Calming Request Summary

	Sunnyvale Traffic Calming Requests			
	Number of Requests		% of Total Requests	
	All	2018-2023	All	2018-2023
<b>Total requests</b>	<b>231</b>	<b>147</b>	<b>100%</b>	<b>100%</b>
Request did <u>not</u> qualify for traffic calming study	180	135	78%	92%
Roadway classified as "Collector"	75	57	33%	39%
Roadway classified as "Arterial"	5	4	2%	3%
Local residential streets without neighborhood consensus	92	68	40%	46%
Non-residential street	1	1	0%	1%
Private Property	7	5	3%	3%
Request qualified for traffic calming study	51	12	22%	8%
Study in-progress	4	4	2%	3%
Stage 1 measure under construction	4	3	2%	2%
Stage 1 measure implemented	3	0	1%	0%
Stage 2 measure implemented	12	0	5%	0%
Collected data did not meet thresholds	28	5	12%	3%



# Community & Stakeholder Outreach Summary

# Outreach Overview

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- Community Meeting (hybrid) – Nov. 2023
  - ◆ 14 attended in-person, 11 online
- Online Survey – Oct. 31 to Dec. 7, 2023
  - ◆ 37 responses
- Stakeholder Meeting with DPS – Mar. 2024

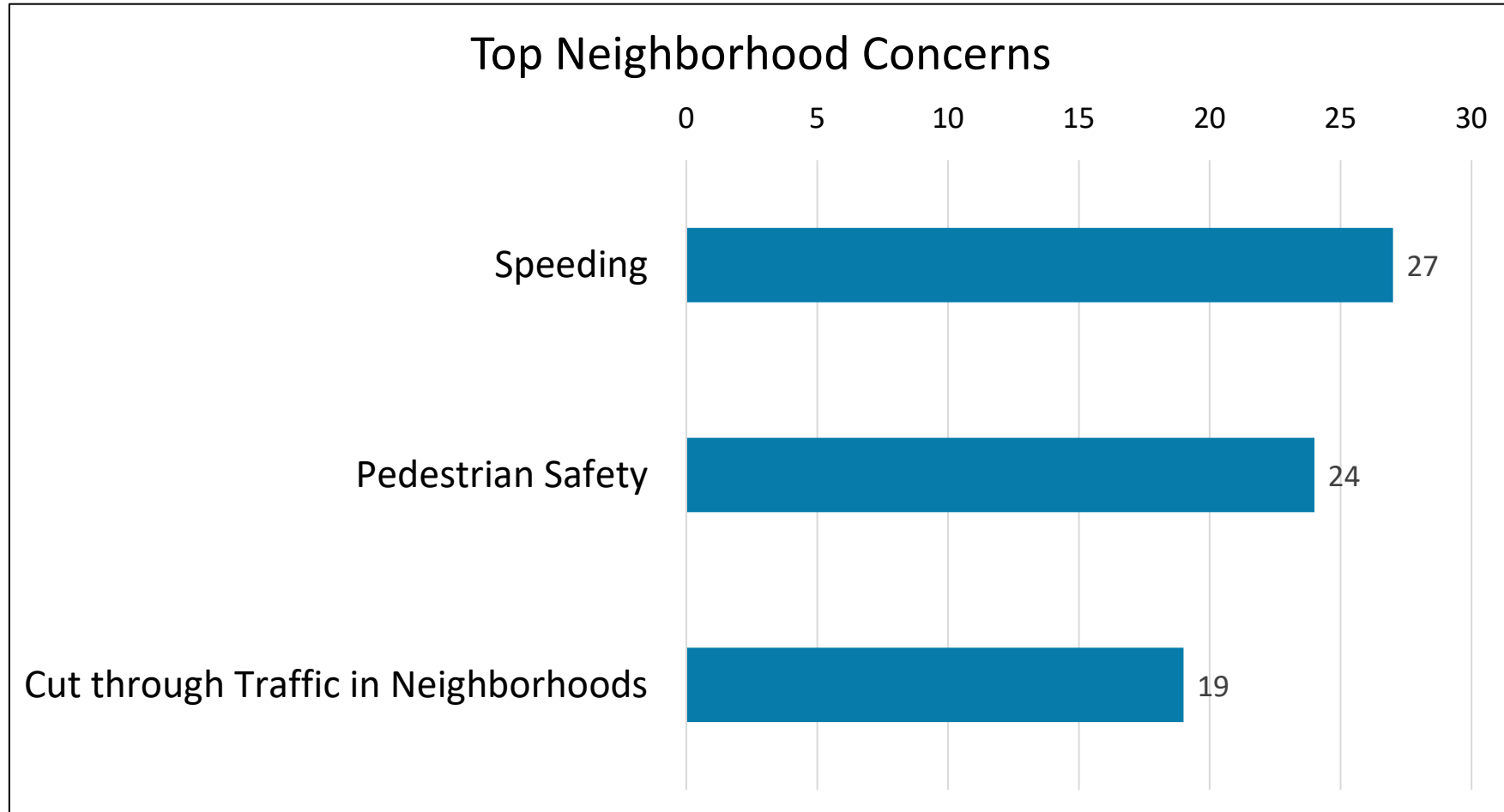


# Things We Heard

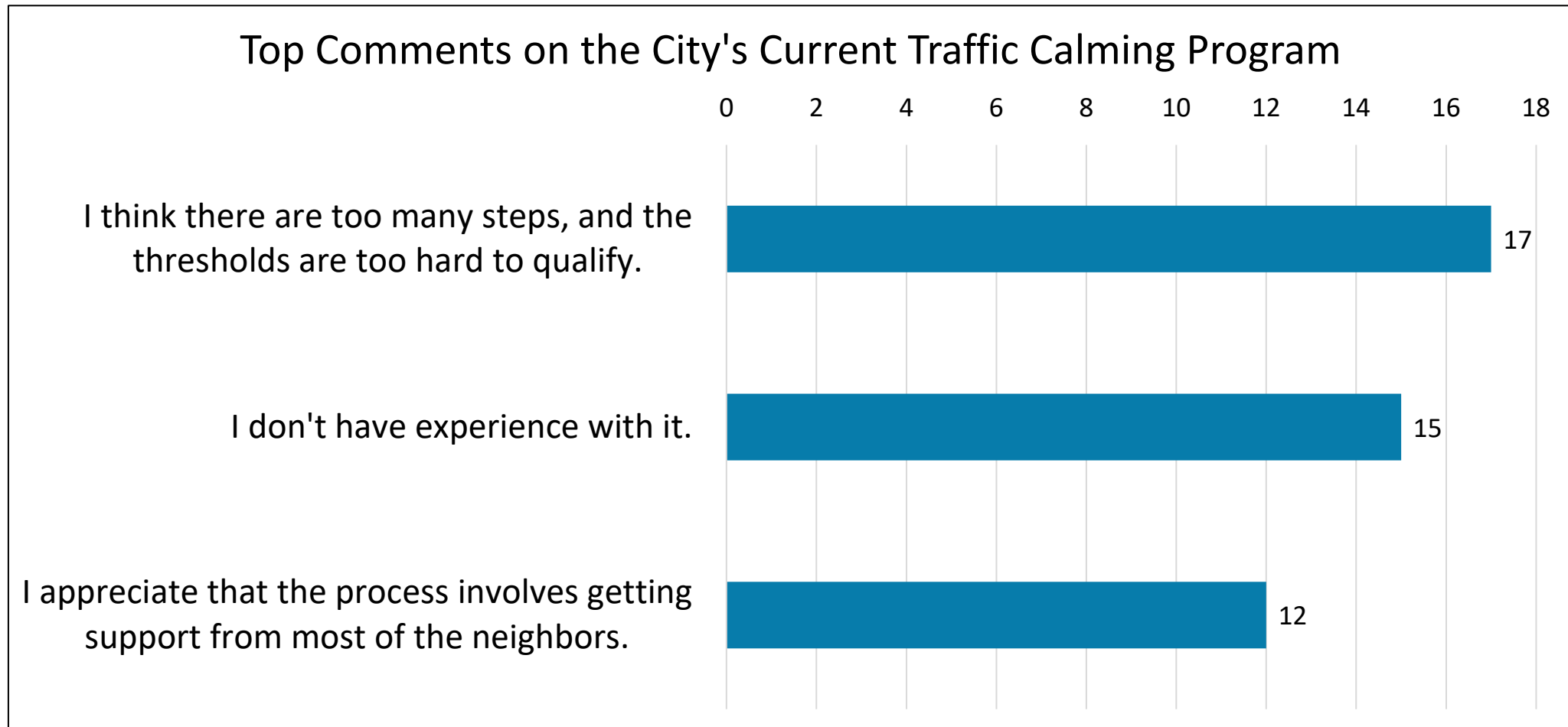
- Make “Collectors” eligible for traffic calming
- How to address safety issues outside of NTCP?
- Need clarifications on the process of the NTCP
- Want to skip Stage 1 Measures



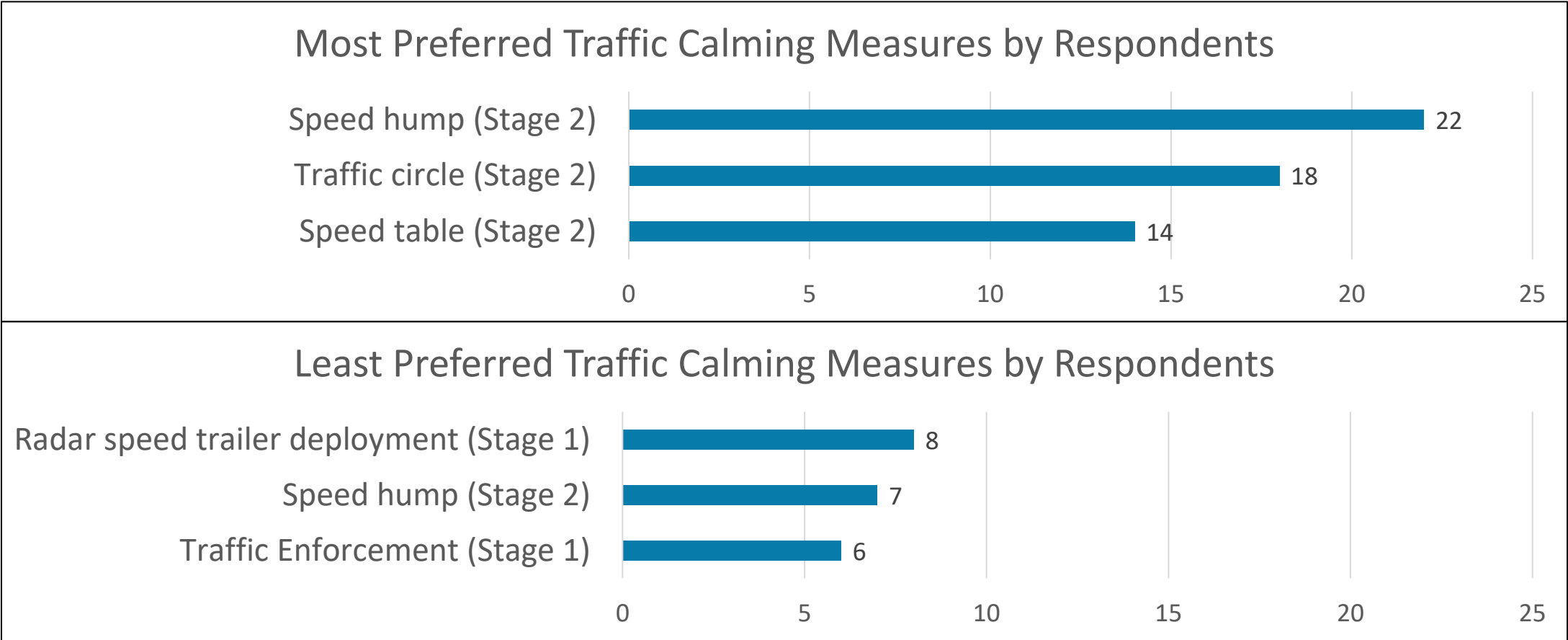
# Online Survey Response



# Online Survey Response



# Comment on Traffic Calming Measures



\* Combines workshop responses with online survey responses from respondents not present at workshop

# DPS Meeting Summary

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- Existing traffic calming measures work for DPS
- Balanced approach to ensure measure effectiveness and DPS response times
- Traffic calming measures on collectors and arterials will impact response times

# Traffic Calming Program in Comparable Cities



# Review of Neighborhood Traffic Calming Programs

- Reviewed recently adopted/modified NTCP in 8 comparable cities within the Bay Area
  - Mountain View
  - Cupertino
  - Campbell
  - Redwood City
  - Fremont
  - San Carlos
  - Livermore
  - Gilroy



Qualifying  
Criteria



Traffic Calming  
Measures

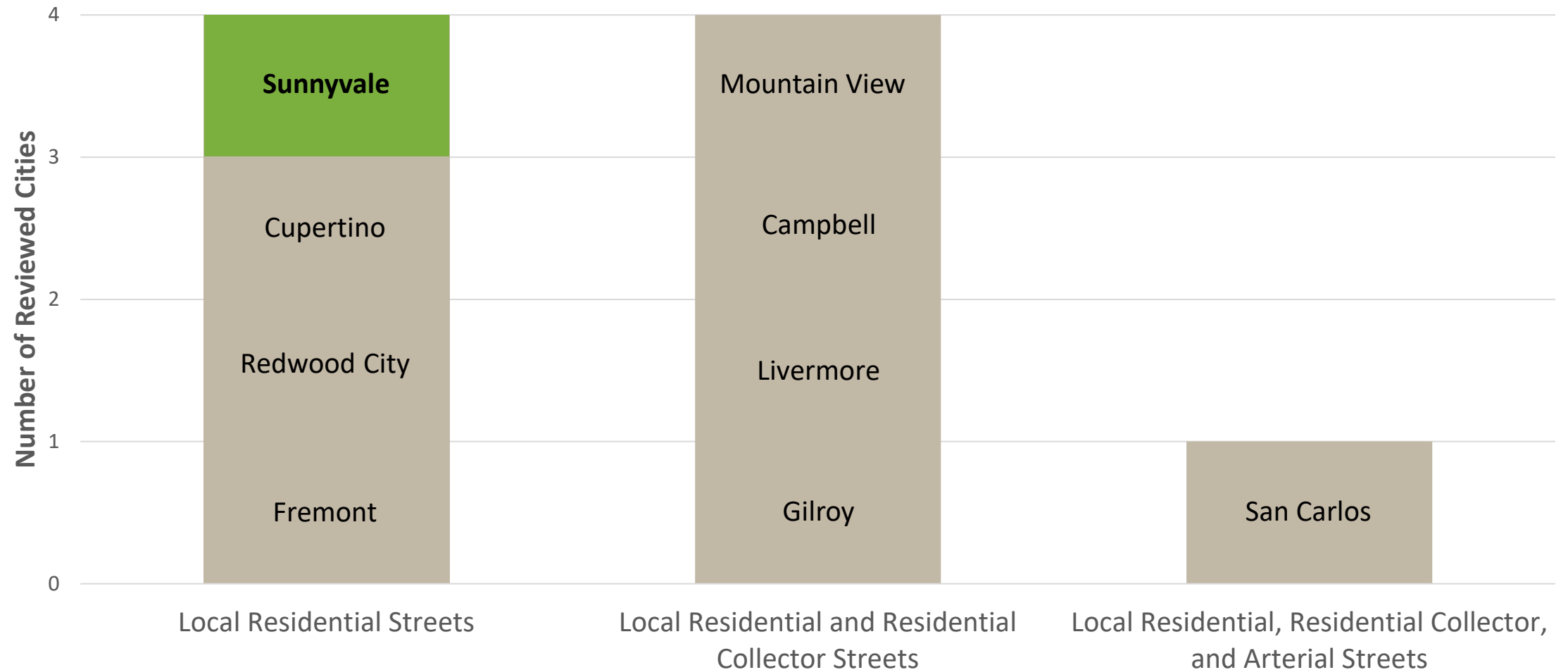


Implementation  
Process

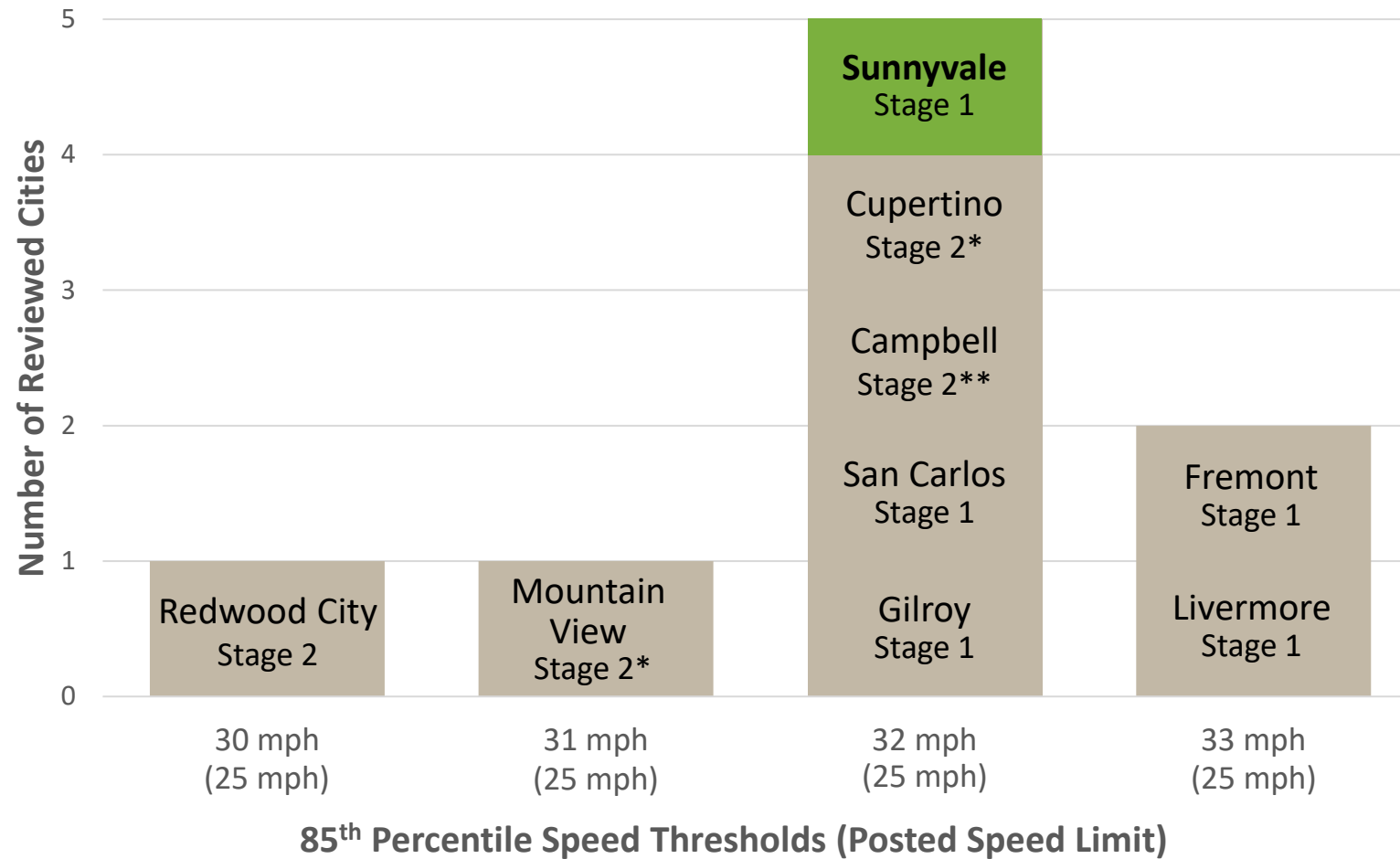


Funding &  
Prioritization

# Qualifying Criteria – Roadway Classification



# Qualifying Criteria – 85<sup>th</sup> Percentile Speed (Local Residential Streets)

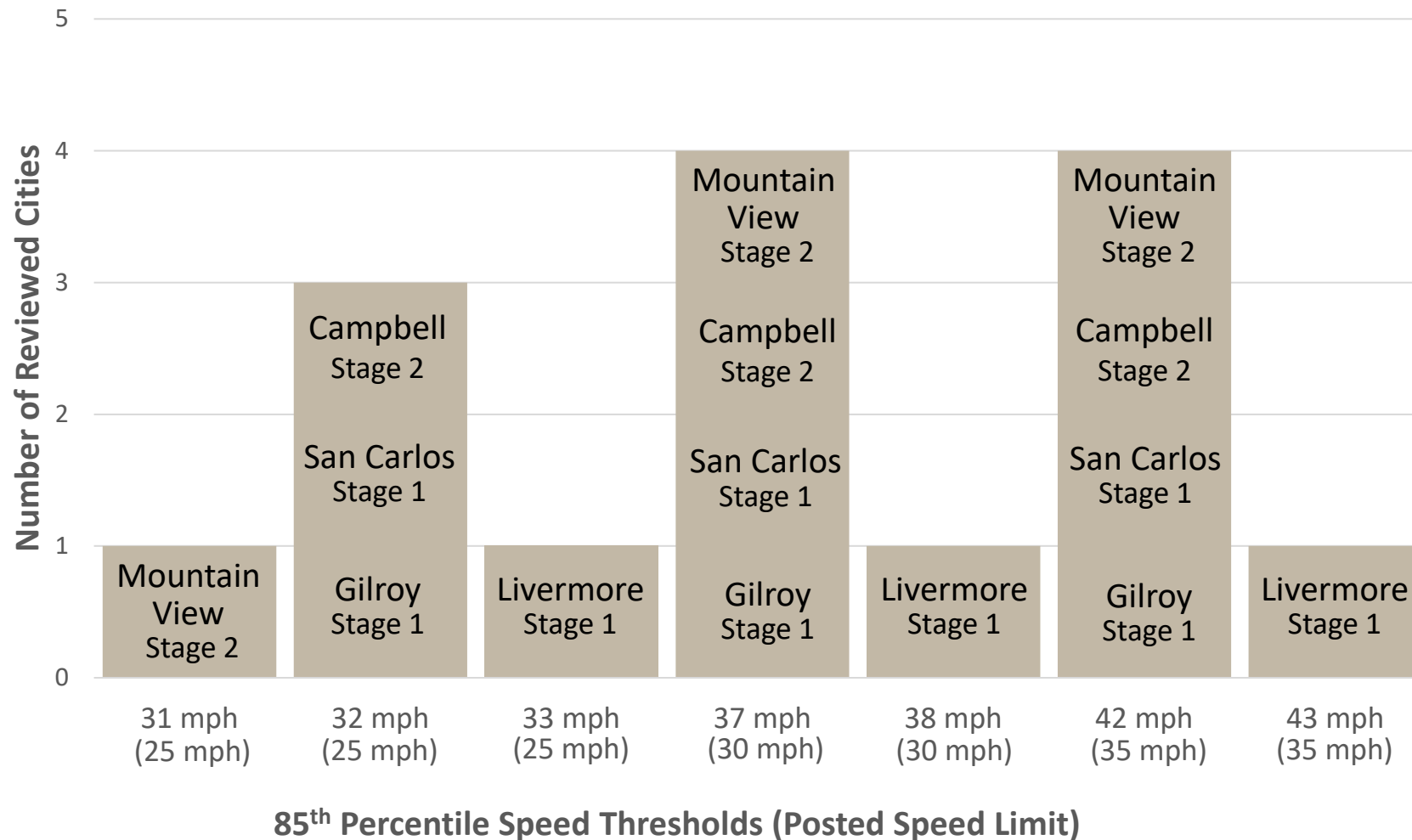


Sunnyvale - or  
95<sup>th</sup> percentile speed >  
35 mph

\*Mountain View and  
Cupertino use 30 mph as  
threshold in school zones

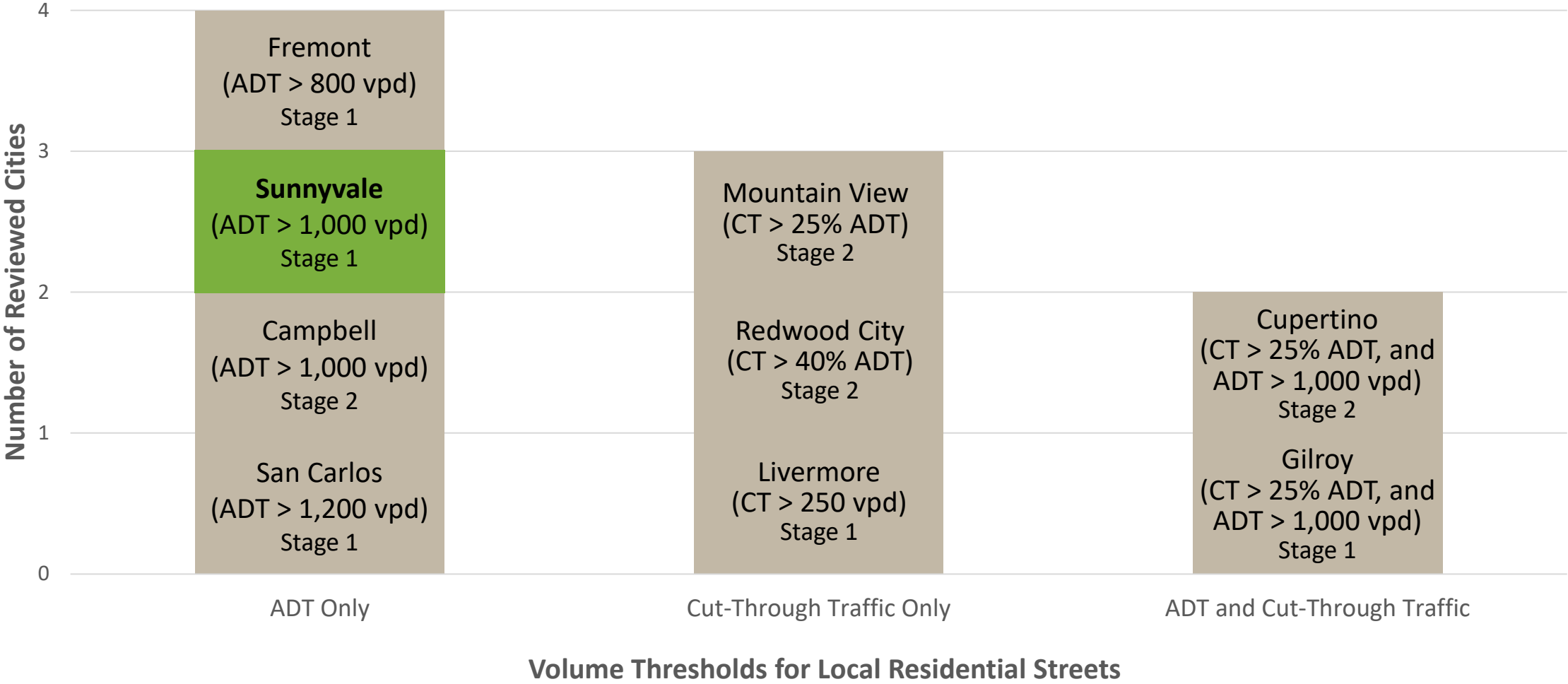
\*\* Campbell requires  
both speed and volume  
to exceed the threshold

# Qualifying Criteria – 85<sup>th</sup> Percentile Speed (Residential Collector Streets)

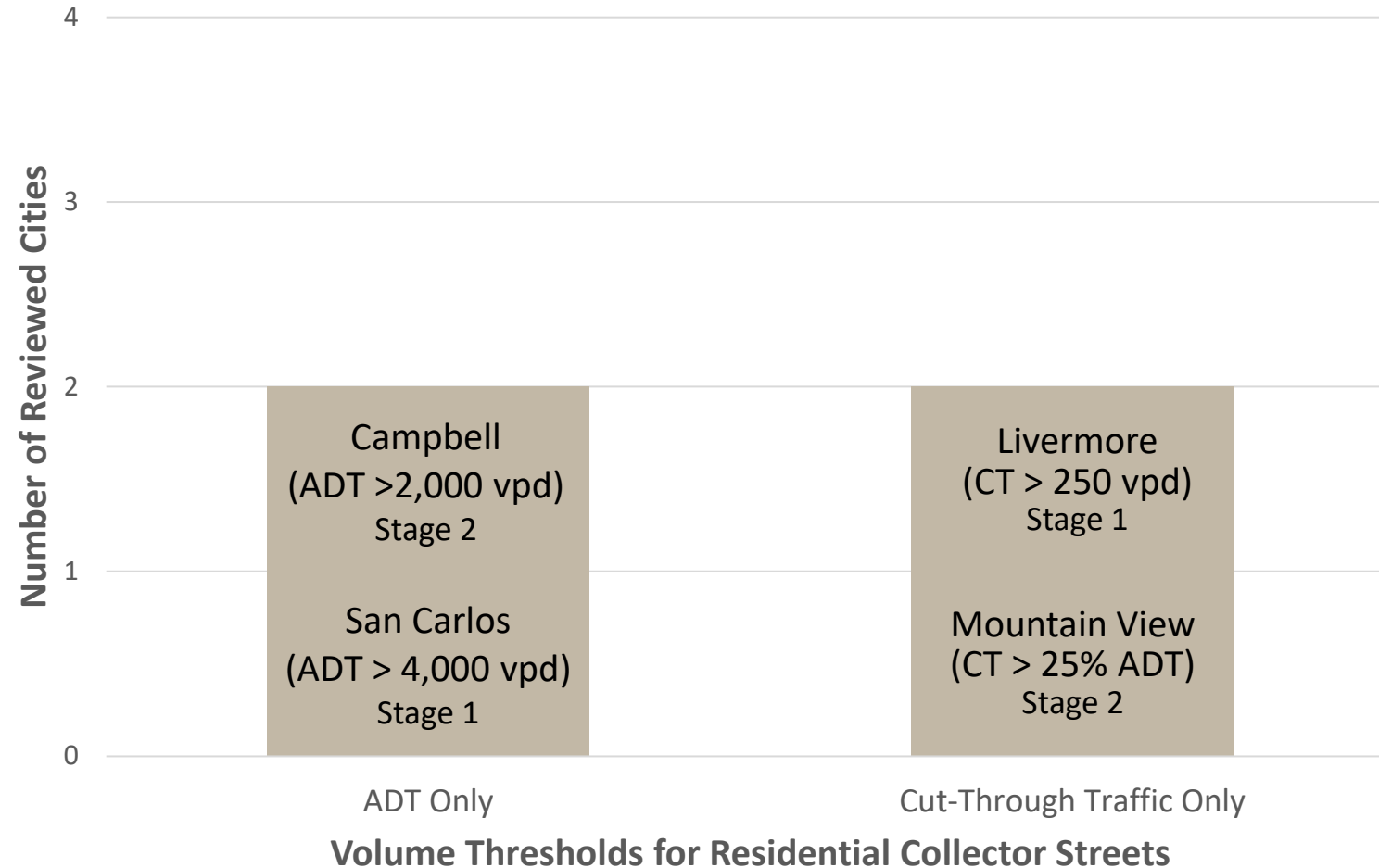


- Mountain View – or 150 vehicles with speed > 85<sup>th</sup> percentile per day
- San Carlos - uses same thresholds on Arterial Streets
- Gilroy - or 70% traffic exceeds posted speed limit

# Qualifying Criteria – Volume (Local Residential Streets)



# Qualifying Criteria – Volume (Residential Collector Streets)





- San Carlos uses ADT > 13,000 vpd as threshold for Arterial Streets
- Gilroy only uses speed threshold for Residential Collector Streets

# Traffic Calming Measures Included in Reviewed City's NTCPs

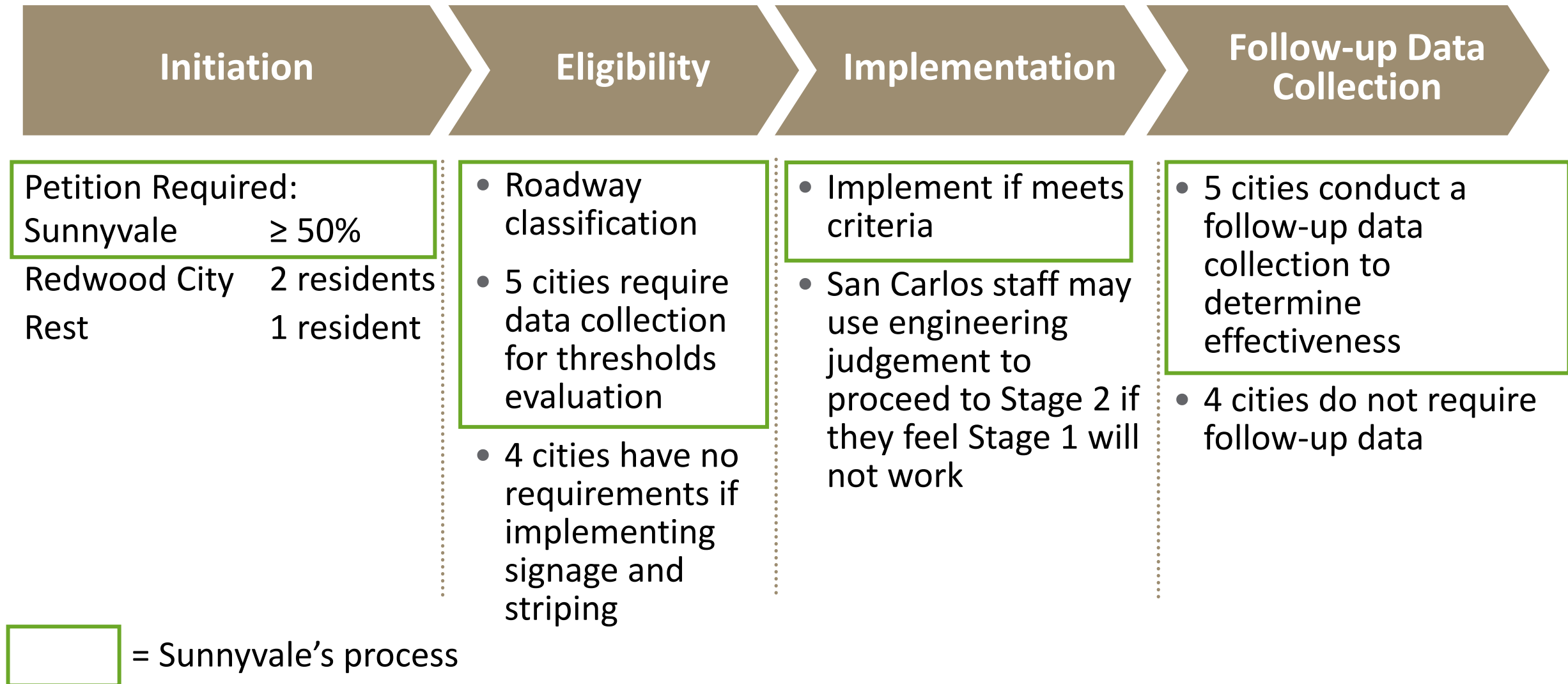
Measure	Sunnyvale	Mountain View	Cupertino	Campbell	Redwood City	Fremont	San Carlos	Livermore	Gilroy
<b>Non-Physical Measures (Stage 1)</b>									
Radar Speed Trailer Deployment	X	X	X	X	X	X	X	X	X
Traffic Enforcement Action	X			X	X	X	X	X	X
Traffic Signing and Pavement Marker	X	X	X	X	X	X	X	X	X
Community Outreach/Education				X		X	X	X	X
<b>Physical Measures (Stage 2)</b>									
Vertical Deflection									
Speed Hump	X	X	X	X	X		X		
Speed Cushion/Lump	X					X	X	X	X
Speed Table/Raised Crosswalk	X	X	X		X	X	X	X	
Raised Intersection		X							
Horizontal deflection									
Traffic Circle	X	X	X	X	X	X	X	X	X
Roundabout	X	X	X				X	X	X
Street Width Reduction									
Curb Extension/Choker/Chicane	X	X	X	X	X	X	X	X	X
Median Island	X	X	X	X	X	X	X	X	X
Routing Restriction									
Median Barrier, Forced Turn Island, Barrier, Channelization	X	X			X		X		
Diagonal Diverter	X	X			X		X		
One-Way Street	X	X					X		
One-Way Choker, Half-Closure or Semi-Diverter	X	X					X		
Street Closure and Cul-de-sac	X	X							
Woonerf	X	X							

# Potential New Traffic Calming Measures

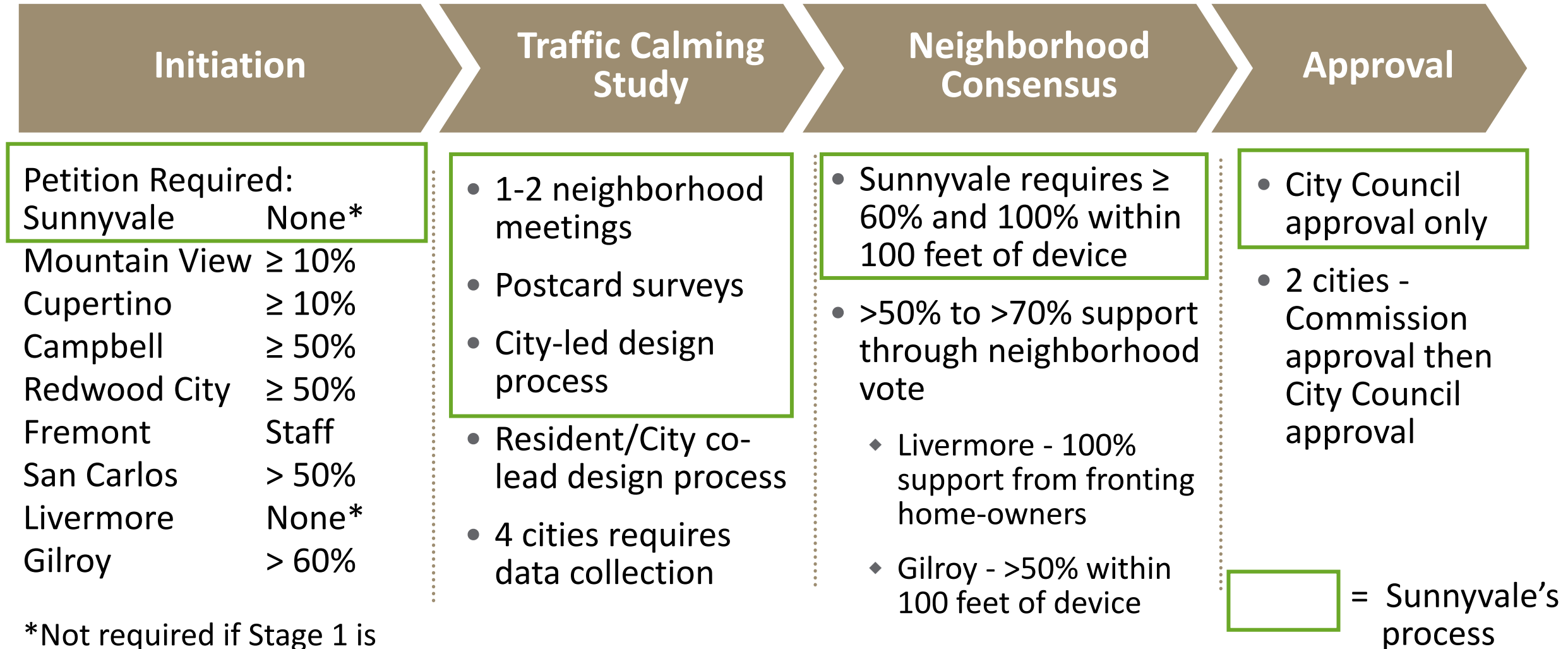
	
<p>Community Outreach/Education (Stage 1)</p>	<p>Raised Intersection (Stage 2)</p>
<p>Pros</p> <ul style="list-style-type: none"> <li>• Resident participation</li> <li>• Education on traffic calming</li> <li>• Direct discussion with the public on traffic problems</li> </ul> <p>Cons</p> <ul style="list-style-type: none"> <li>• Increase staff resources need</li> </ul>	<p>Pros</p> <ul style="list-style-type: none"> <li>• Slow traffic and decrease traffic volume</li> <li>• Improve pedestrian safety</li> <li>• Calming two streets at once</li> </ul> <p>Cons</p> <ul style="list-style-type: none"> <li>• Impact emergency response time</li> <li>• Special consideration for drainage</li> </ul>



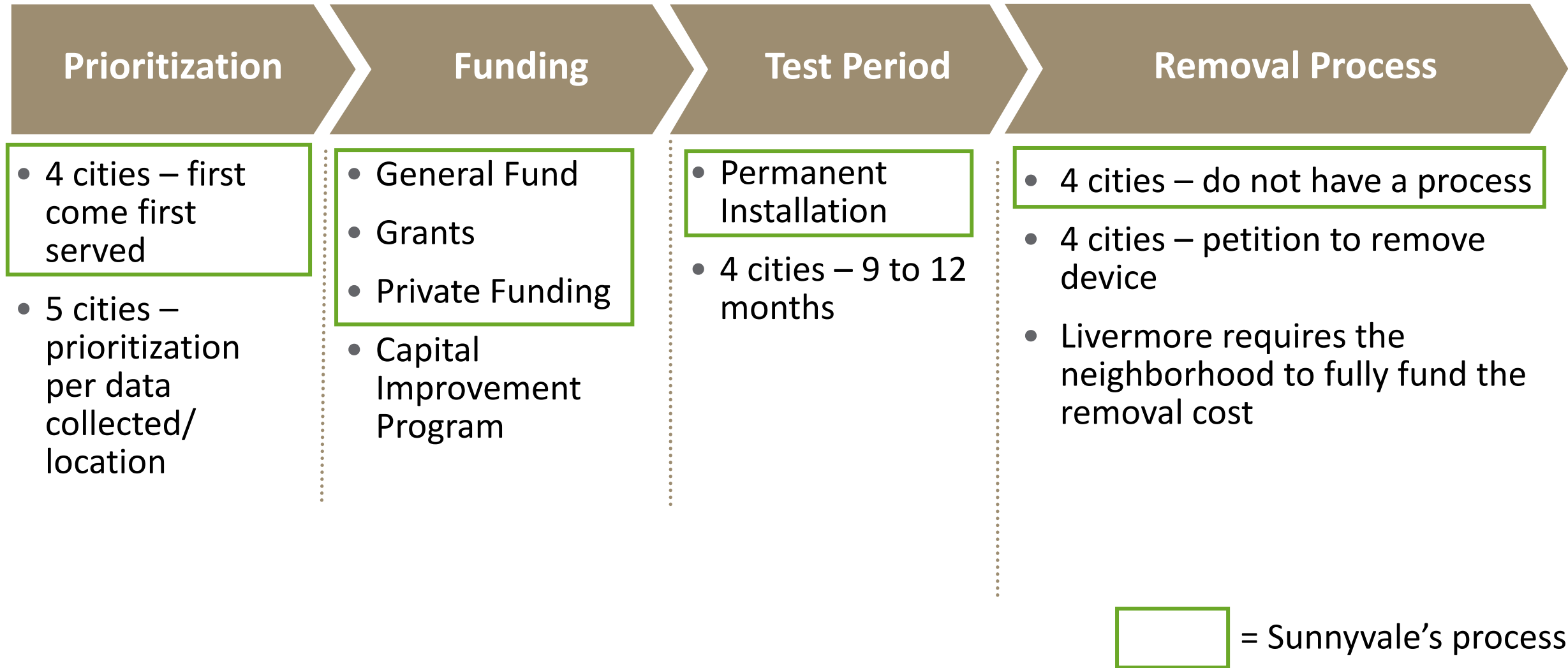
# Comparison of Stage 1 Measures Implementation Process



# Comparison of Stage 2 Measures Implementation Process

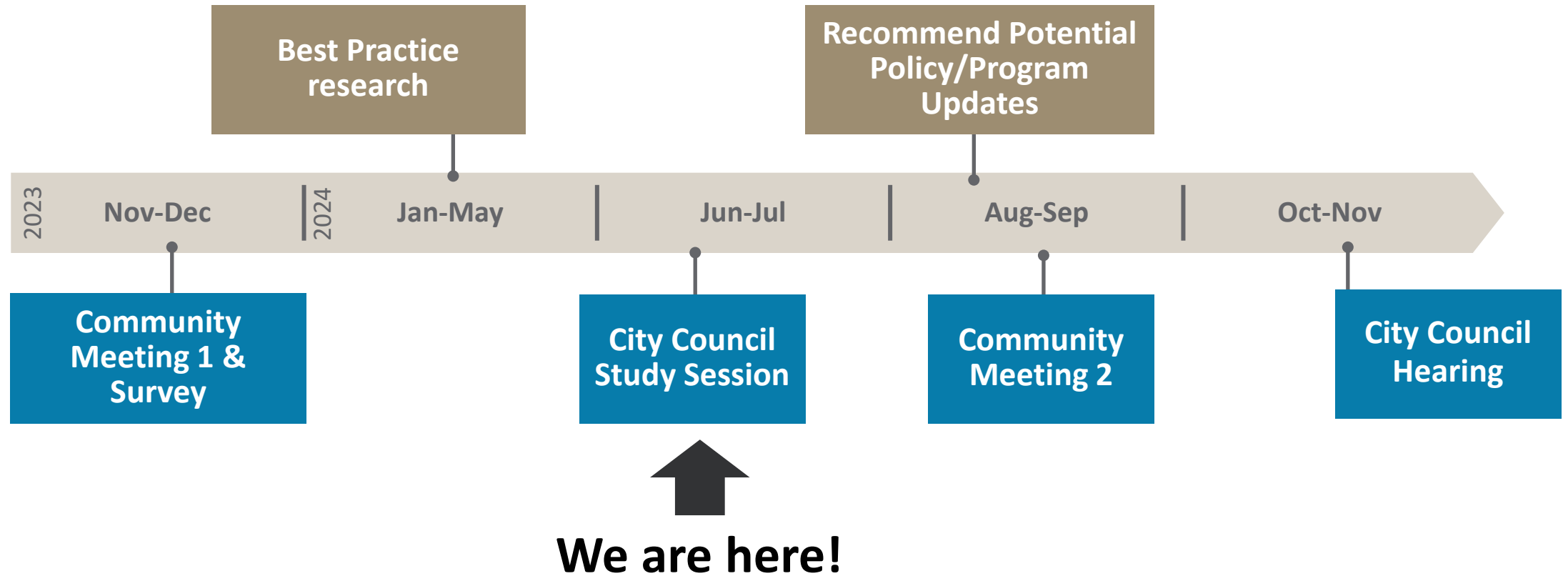


# Comparison of Stage 2 Measures Implementation Process (cont'd)



# Next Steps & Discussion Items

# Study Process/Timeline



## Goal for the City Council Study Session

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- Share projects progress and community feedback received to date
- Receive information needed to help Council take an action on

# Staff Recommendation

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- Potential Changes to the NTCP:
  - ◆ **Not to Expand Qualifying Streets** beyond Local Residential Streets
    - Impact emergency response times
    - Designed for higher speeds and higher volumes
    - Traffic diversion to local streets
  - ◆ **Update to speed and/or volume thresholds**
    - Remove 95<sup>th</sup> percentile threshold
      - ◆ Only cover outliers
      - ◆ Have not met this criteria in previous studies

# Staff Recommendation

- Potential Changes to the NTCP (Cont'd):
  - ◆ **Add new traffic calming measures** to our toolkit
    - Stage 1 – Community Outreach/Education
    - Stage 2 – Raised Intersection
  - ◆ **Changes to the NTCP process**
    - Neighborhood Consensus to implement Stage 2 measures
      - ◆ Keep requirement of  $\geq 60\%$  support
      - ◆ Remove requirement of 100% support from homeowners within 100 feet of device







Thank you!