

Policy 1.2.4 Traffic Calming

POLICY PURPOSE:

The purpose of this policy is to assist in the implementation of policies contained in the Land Use and Transportation Element of the General Plan. The policy is designed to assist in the consideration and implementation of traffic calming measures and is based on evaluation of the benefits and issues associated with implementation of traffic calming measures.

POLICY STATEMENT:

The City shall utilize a **Stage 1 traffic calming program** to address neighborhood traffic concerns as constrained by budgets. ~~Stage 1 actions shall include meeting with neighborhood residents; performing speed, volume and other traffic studies; providing enforcement; deploying speed radar trailers; and reviewing roadway signing and striping and making modifications or additions as necessary.~~ This process shall consist of the following:

- ~~Resident reports an area with a speeding and/or traffic problem.~~
- ~~Staff evaluate if the area contains any streets that meet the Roadway Classification criteria for:
 - ~~Local Residential Streets.~~
 - ~~Residential Collector Streets.~~
 -~~
- ~~If the area contains Local Residential Streets and/or Residential Collector Streets, staff evaluate potential impacts to nearby streets and identify the study area.~~
- ~~Residents provide staff a Petition for Neighborhood Traffic Calming Measures signed by more than 50% of residents in the study area to verify that there is a widespread concern for the speeding and/or traffic issue.~~
- ~~Staff perform speed and volume traffic studies to determine if the Speeding Program Thresholds and/or Cut-through Problem Thresholds are met.~~
- ~~- **Speeding Program Thresholds:**
 - ~~For Local Residential Streets: 85th percentile speed greater than posted speed limit + 7 miles per hour.~~
 - ~~For Residential Collector Streets: 85th percentile speed greater than posted speed limit + 7 miles per hour.~~
 - **Cut-through Program Thresholds:**
 - ~~For Local Residential Streets: Average Daily Traffic greater than 1,000 vehicles per day.~~~~

COUNCIL POLICY MANUAL

- Staff implement Stage 1 traffic calming measures (non-physical). Possible Stage 1 measures include, but are not limited to, the following:
 - Conduct community outreach/education with neighborhood residents.
 - Provide enforcement.
 - Deploy radar speed feedback sign.
 - Review roadway signing and striping and make modifications or additions as necessary.
- Staff perform follow-up data collection at least 6 months after implementation of Stage 1 traffic calming measures to determine if the measures are successful.

The City shall utilize a **Stage 2 traffic calming program** involving a neighborhood involvement process if Stage 1 measures were determined to be unsuccessful. This process shall consist of the following:

- ~~Stage 1 traffic calming actions as an initial response to the problem~~
- ~~Determination of required findings prior to consideration of~~ Staff evaluate if there are Stage 2 traffic calming devices. Required findings measures (physical) that can be implemented. Possible Stage 2 measures include, but are not limited to, the following 85th percentile speed greater than 32 miles per hour, 95th percentile speed greater than 35 miles per hour, or average daily traffic greater than 1,000 vehicles per day on residential streets not designed to serve traffic entering or leaving a neighborhood (collector streets)-:
 - ~~•~~ Petitioning of For Local Residential Streets:
 - Vertical deflection.
 - Horizontal deflection.
 - Travel lane width reduction.
 - Routing restriction.
 - Woonerf.
 - For Residential Collector Streets:
 - Horizontal deflection.
 - Travel lane width reduction.
 - Devices that do not impede the speed of emergency vehicles.
- Staff conduct community meetings with residents and to determine if a minimum of 60% neighborhood support for the proposed Stage 2 traffic calming device installation implementation has been obtained.
- Staff Reporting present to the City Council a description of the possible actions, the likely cost, potential impacts, and a complete summary of the petition process and results.
- ~~The Determination by City Council whether to undertake Stage 2 study~~
- ~~Development considers approval of neighborhood consensus on a Stage 2 traffic calming program proposal, balloting of affected residences measures and businesses, and determination of majority support to continue with consideration funding allocation for implementation.~~
- ~~City Council consideration of Stage 2 traffic calming program proposals with majority resident and business support.~~

COUNCIL POLICY MANUAL

(Adopted: RTC 97-409 (2/04/1997))

Lead Department: Department of Public Works