



Traffic Calming Policy



Overview

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Purpose and Need

- To review the existing Traffic Calming Policy with City Council
- To inform City Council on how speeding concerns are addressed



Overview

- To create a uniform set of guidelines for traffic calming on City streets and to address traffic concerns raised by customers of the City
- Traffic calming can include, but is not limited to, the reduction of speed for motorists and increasing safety and/or reduction of traffic accidents

History/Background

- Traffic Calming Policy first developed/adopted - 1999
 - Last update - December 2014
- In 2020, City received 62 CRMs regarding speeding
 - Only 2 streets qualified for physical traffic calming method(s)
 - 46 Requests (about 75%) fall under Method 1
 - 14 Requests (about 22%) fall under Method 2
 - 2 Requests (about 3%) fall under Method 3
- Takes 1 to 2 months to process Method 1 and 2 requests
- Takes 3 to 4 months to process Method 3 requests
 - Increased time due to public outreach requirements and construction of physical elements



Guidelines

- Three (3) methods for addressing traffic calming issues:
 - (1) Education of the public, including motorists and residents
 - (2) Enforcing traffic regulations and law
 - (3) Installation of engineering devices/measures to physically change the roadway system and driver behaviors

Procedure

- PW receives traffic calming requests from citizens, PD, and City Council
- PW & PD Staff coordinate collection of speed data to determine severity of the issue
- Speed data collected by PD. Data collection devices are setup on location to collect speeds continuously for 5-day duration
- PW evaluates speed data and determines what level of traffic calming is implemented, per policy

Implementation Levels

Three (3) implementation levels are defined in the policy based on the measured 85th Percentile Speed

- The 85th Percentile Speed is the speed at or below which 85 percent of the drivers will operate their vehicles under favorable/free-flow conditions
- The predicate underlying the 85th Percentile Speed is that most drivers operate their vehicles at speeds they perceive/feel to be safe - based on visual aspects/ques such as:
 - Lane/shoulder configurations and widths
 - Presence of vertical and horizontal curves
 - Sight distance and obstructions
 - Presence of surrounding developments to the roadway

Implementation Level 1

- When 85th Percentile Speed is less than 4 MPH over the posted speed limit
 - No traffic calming measures are warranted
 - Available considerations for Level 1 include:
 - (1) The integrity of the data will be confirmed to determine if some outside element, such as adverse weather conditions, affected data collection
 - (2) The requestor may request the study results summary
 - (3) If desired by the requestor, the City, or the neighborhood, another traffic study can be conducted 6 months after the performance of the initial study



Implementation Level 2

- When 85th Percentile Speed is between 4 MPH – 7 MPH over the posted speed limit
 - Education and enforcement methods are warranted to address the issue
 - Methods for education and enforcement may include:
 - (1) Review of the existing signage for possible changes or addition
 - (2) Additional or directed patrol by the Police Department
 - (3) Placement of radar speed feedback signs along the road (driver awareness and education)
 - (4) Other public outreach measures under consideration

Implementation Level 3

- When 85th Percentile Speed is greater than 7 MPH over the posted speed limit
 - A combination of education, enforcement, and traffic engineering solutions are warranted to address the issue
 - Methods for education, enforcement, and engineering solutions may include:
 - (1) Review of the existing signage for possible changes or additions
 - (2) Additional or directed patrol by the Police Department
 - (3) Placement of radar speed feedback signs along the road (driver awareness and education)
 - (4) Other public outreach measures under consideration
 - (5) Design and installation of engineering devices such as speed humps

Implementing Engineering Solutions

- Outreach to the affected neighborhood(s)
- Petition for a particular solution will be circulated. All properties immediately adjacent to a proposed device must be in favor
- Engineering will present proposed solution to the PD, Street Maintenance Division, the appropriate Fire District, and affected school sites
- Each entity will evaluate the proposal for affects to operations and make recommendations for modifications to the proposal to address any adverse impacts on their operations
- Engineering determines sources of funding and take the necessary steps to have the traffic calming device designed and constructed
- Funding limitations may require the project be place “on hold” until such funds are budgeted





Questions?

