

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 budget. This process shall consist of the following:

- Resident reports an area with a speeding and/or cut-through concern.
- Staff evaluate if the concern can be appropriately addressed by the Traffic Calming Program. If not, staff will evaluate other possible mechanisms to address the concern and advise the resident of the next steps.
- Staff verify if the area contains any street that meets 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.
- Resident provides staff a Petition for Neighborhood Traffic Calming Measures signed by more than 50% of residents within the study area to verify that there is a widespread concern for the speeding and/or cut-through issue.
- Staff perform speed and volume traffic studies to determine if Speeding Problem Thresholds and/or Cut-through Problem Threshold are met.
 - **Speeding Problem Thresholds:**
 - For Local Residential Streets: 85th percentile speed greater than posted speed limit + 5 miles per hour.
 - For Residential Collector Streets: 85th percentile speed greater than posted speed limit + 5 miles per hour.
 - **Cut-through Problem Threshold:**
 - For Local Residential Streets: Average Daily Traffic greater than 1,000 vehicles per day.
- If either or both of the thresholds are met, staff evaluate and 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 temporary and/or install permanent 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. If the data collected falls below the Speeding Problem and Cut-through Problem Thresholds, the measures are considered 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:

- Staff evaluate if there are Stage 2 traffic calming measures (physical) that can be implemented. Possible Stage 2 measures include, but are not limited to, the following:
 - 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 determine if greater than 50% neighborhood support for the proposed Stage 2 traffic calming device implementation has been obtained.
- Staff present to the City Council a description of the possible actions, the estimated implementation and maintenance costs, potential impacts, and a complete summary of the program process and results.
- The City Council considers approval of Stage 2 traffic calming measures and funding allocation for implementation.

(Adopted: RTC 97-409 (2/04/1997), Adopted: RTC 24-0951 (12/03/2024))

Lead Department: Department of Public Works